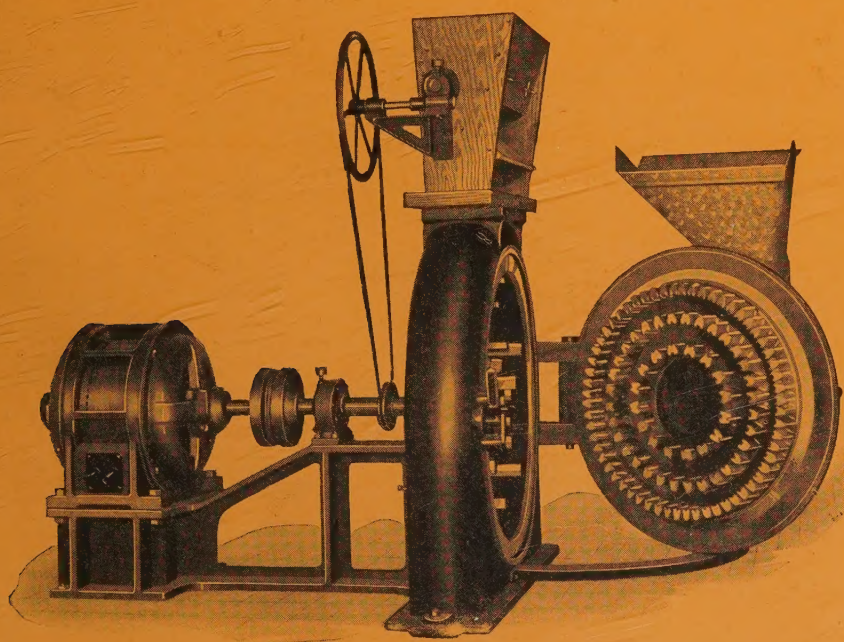


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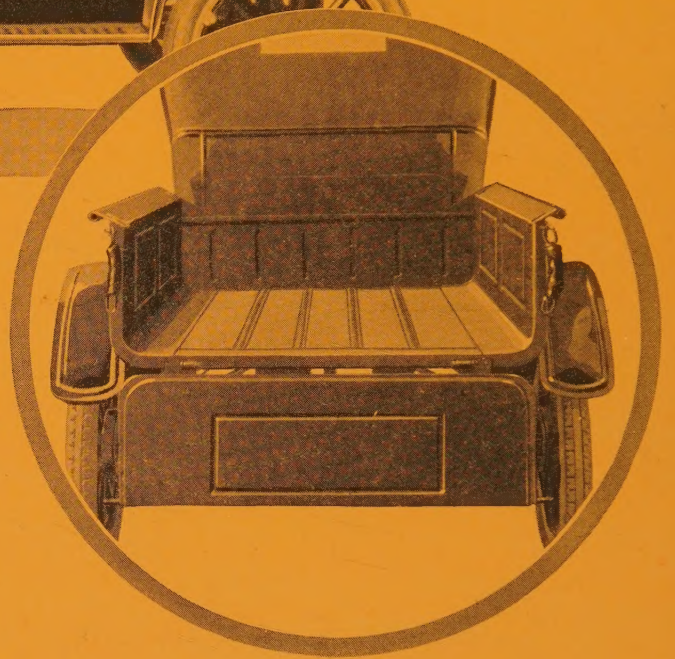
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Ford

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Beasley Grain Co., J. N., grain and seeds.
Great West Mill & Elevator Co., millers, grain dlsr.*
Kearns Grain & Seed Co., grain, field seeds.*
Kenyon Grain & Coal Co., grain and hay.
Stone, Lester, grain merchant.*
Strader Grain Co., U. S., grain, seed, feed.*

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants*

BALTIMORE, MD.

Chamber of Commerce Members.
Beer & Co., Inc., E. H., grain, hay, seeds.*
Hammond, Snyder & Co., Inc., receivers, exporters*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.
Basil Burns Grain Corp., grain merchants.
Globe Elevator Co., receivers and shippers.
Grain Marketing Co., grain merchants.
McKillen, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Quisenberry Feed Mfg. Co., "Quality Feeds."
Ratcliffe, S. M., commission merchants.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain and feed.*
Townsend Ward Co., The, consignments.*

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Board of Trade Members.
Halliday Elevator Co., grain dealers.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, receivers and shippers.*

CHICAGO, ILL.

Board of Trade Members.
Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co. John E., grain commission merchants.*
Carhart Code Hardwood Co., grain commission.*
Chicago Grain & Salvage Co., salvage grain.
Clement, Curtis & Co., members all exchanges.*
Cross, Roy, Eberhart & Harris, grain commission.*
Dole & Co., J. H., grain and seeds.*
Grain Marketing Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell commission, grain and seeds.
Hulburd, Warren & Chandler, stocks, bonds, grain, etcn.
Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, A. L., grain commission.
Thomson-McKinnon, members leading exchanges.

CINCINNATI, O.

Grain & Hay Exchange Members.
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DeMole Grain Co., receivers and shippers.
Early & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers and shippers.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*

*Members Grain Dealers National Association.

CLEVELAND, O.

Grain & Hay Exchange Members.
Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

CROWLEY, LA.

Lyman, C. W., broker corn, oats, feeds, hay.

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.
Kellogg Grain Co., O. M., receivers and shippers.
Farmers Union M. & E. Co., millers, grain mchts.
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., The, wheat, corn, oats, rye, barley.*

DES MOINES, IA.

Board of Trade Members.
Lockwood, Lee, broker.

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Board of Trade Members.
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Lapham & Co., J. S., grain dealers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*

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Board of Trade Members.
White Grain Co., receivers and shippers.*

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Trusler Grain Co., grain merchants.

FORT DODGE, IOWA.

Christensen, George, grain broker.

FORT WORTH, TEX.

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Burrus Mill & Elevator Co., flour milling.
Dorsey Grain Co., merchants—commission consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Gladney Grain Co., consignments.
Grain Marketing Co., grain merchants.*
Kimbrell Milling Co., millers and grain dealers.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Morrow & Co., Jos., grain and cotton.
Rogers Co., E. M., strictly bkg. and consignments.*
Service Grain & Comm. Co., bkrs. consgmts., cash gr.
Smith Bros. Grain Co., consgmts-merchants.*
Terminal Grain Co., grain, hay, millfeed.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice, b/p.*

HUTCHINSON, KANS.

Board of Trade Members.
Central Grain & Laboratories Co., The, recvrs-shprs.
Collingwood-Moore Grain Co., receivers and shippers.
Gano Grain Co., wheat, corn, sorghums.
Hutchinson Grain Co., mill orders.
McReynolds, A. G., grain merchant.
Southwest Grain Co., consgmts., country run grain.

INDIANAPOLIS, IND.

Board of Trade Members.
Bingham Grain Co., The, receivers and shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Malbucher Co., grain merchants.*
Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Board of Trade Members.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, millo.*
Davis Grain Co., A. C., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Grain Co., commissions.
Goffe & Clarkener, Inc., grain commission merchants*
Lichtig & Co., H., kafir, millo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Secular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Uplike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Feed Co., corn, mixed feed.

LITTLE ROCK, ARK.

Grain Exchange Members.
Farmer Co., E. L., brokers, grain and millfeed.*
Gordy Co., C. L., grain brok., hay, grain and mill feed.
Wilson, John R., brokers-grain and mill feeds.

LOUISVILLE, KY.

Board of Trade Members.
Callahan & Sons, receivers and shippers of grain.*
Bingham-Hewett Grain Co., recvrs., shippers of grain.*
Kentucky Public Elevator Co., store and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Mooa-Taylor Co., grain and hay brokers.

McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.
Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.
Franke Grain Co., The, grain and feed.
Froedtert Grain & Maltng Co., recvrs. and shippers.*
Kamm Co., F. C., grain shippers.*
LaBudde Feed & Grain Co., grain, feed, hay.*
Milwaukee Grain Com. Co., recvrs., grain and seed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.
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Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Fraser-Smith Co., grain merchants.*
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.
Hiawatha Grain Co., screenings.*
Malmquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*

NEW YORK CITY.

Produce Exchange Members.

Abel, Joseph A., grain broker.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

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Grain Exchange Members.

Acme Milling Co., millers & grain dealers.
Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Okla. City Mill & Elev. Co., millers, gr. dealers.*
Mashburn-Mullin Grain Co., grain and feeds.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., consignments.*
Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

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Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

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Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse O., grain and mill feed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Gordon Grain Co., grain commission.*
Niedorp Grain Co., buyers-sellers of corn.*

SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr. hay, grain, seed.*

ST. LOUIS, MO.

Merchants Exchange Members.

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Graham & Martin Grain Co., grain commission.*
Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*

ST. LOUIS, MO. (Continued.)

Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., whise, grain, hay, mill feeds.

SIDNEY, OHIO.

Custenborden & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

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Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

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De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

WICHITA, KANS.

Board of Trade Members.

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Beyer Grain Co., grain merchants.*
Blood Grain Co., I. D., receivers and shippers.
Harold Grain Co., J. R., consignments, mill orders.
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Stevens Scott Grain Co., receivers and shippers.
Wallingford Bros., milling and export wheat.*
Wichita Terminal Elevtr. Co., general grain and elvtr.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

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1-2-5 BOARD OF TRADE CHICAGO
Branch Office, Congress Hotel**PHILIP H. SCHIFFLIN & CO.****Grain Commission**

49 Board of Trade

CHICAGO

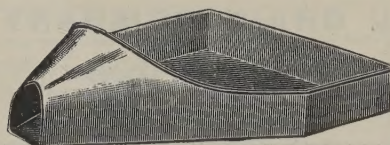
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Seed Size, 1½x9x11", \$1.65.

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DENVER

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Farmers Union Mfg. & Elev. Co.

Millers and Grain Merchants.
38th and Wynkoop Sts.

The Conley-Ross Grain Co.

Wholesale Grain.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

Denver Elevator

Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Board of Trade
Members

PEORIA

Board of Trade
Members

P. B. and C.C. Miles

Established - 1875

Incorporated - 1910

Peoria, Illinois

Handling Grain on Commission Our Specialty

W. W. Dewey & Sons

COMMISSION MERCHANTS

33-35 Board of Trade
Peoria, Ill.

Turner-Hudnut Company

Receivers **GRAIN** Shippers

42-47 Board of Trade

CIPHER CODES

We carry the following cipher codes in stock and can make prompt delivery.

Universal Grain Code, board cover...\$1.50
Universal Grain Code, flexible leather 3.00
Robinson's Cipher Code, leather..... 2.25
Miller's Code (1917), cloth..... 2.00
Cross Telegraphic Cipher Code..... 2.00
A. B. C. Code, 5th Ed., with sup..... 20.00
Baltimore, Export Cable Code..... 15.00
Bentley's Complete Phrase Code..... 15.00
Riverside Flour Code, Improved, 6th Edition..... 12.50
Calpack Code (1923)..... 10.00

All prices are f. o. b. Chicago.
GRAIN DEALERS JOURNAL
309 So. La Salle St. Chicago, Ill.

RECEIVERS, SHIPPERS AND BROKERS

RICHARDSON BROS.

Brokers
Want Offers
Grain - Flour - Mill Feed
Delivered Philadelphia
Either Export or Domestic
The Bourse

E. A. Grubbs Grain Co.

BUYERS—SHIPPERS

Good Milling Wheat
GREENVILLE - OHIO

The Sheets Elevator Co.

GRAIN—HAY—STRAW

Cleveland, Ohio

G. A. HAX & CO.

Established 1900
COMMISSION
Grain and Hay
BALTIMORE MARYLAND

E. H. BEER & CO., INC.

Successors to
Chas. England & Co., Inc.
GRAIN—HAY—SEEDS
Commission Merchants
308-310 Chamber of Commerce, Baltimore

JOSEPH A. ABEL

GRAIN BROKER

D4 Produce Exchange New York, N. Y.

SHIP US YOUR CORN, OATS AND WHEAT

Regardless of its condition. We operate the Superior Elevator equipped with all modern machinery for handling grain.

PRATT & CO., Operators of Superior Elevator
910 Chamber of Commerce Buffalo, N. Y.

Read the Advertising pages.
They contain many stories of interest.
The **Grain Dealers Journal** presents only reputable concerns.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

RECEIVERS, SHIPPERS AND BROKERS

CROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAIN

Consignments Solicited
OMAHA

L. W. FORBELL & CO.

Strictly Commission Merchants
Specialists in WHEAT, CORN, OATS
Consignments Solicited
340-342 Produce Exchange, NEW YORK, N. Y.

E. P. BACON CO.

Grain Commission Merchants

Sellers of Cash Grain and
Field Seeds on Consignment
MILWAUKEE--CHICAGO--MINNEAPOLIS

WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario

Load Railroad Cars Without Scooping



The Boss Air Blast Car Loader

will load the largest cars without any scooping in a dirty, dusty car. Both ends loaded at the same time. They CANNOT injure the tenderest grain because grain does NOT pass through fan. One-Way spout furnished if desired. Spout adjustable up or down. 30 days' trial allowed. Grain cleaner attachment free. Grades raised. We make PORTABLE outfits also. Suitable for rapid loading when elevator burns down or where there is no elevator. Write today for catalog No. 23, showing all kinds of Air Blast Car Loaders for loading loose grain without scooping, and Chick Feed Graders, also Portable Belt Conveyors for handling coal, sand and gravel with less labor.

Maroa Manufacturing Co.

Dept. G.

MAROA, ILL.

SHEET METAL EQUIPMENT For Grain Elevators

We are prepared to estimate on and manufacture elevating, conveying and spouting equipment for every requirement necessary in the construction of the modern grain elevator.

You can save money, get reliable equipment and service by submitting your requirements to us for estimate.

SPROUT, WALDRON & CO.

1103 Sherman Street - MUNCY, PA.

CHICAGO OFFICE:
830 9 S. CLINTON STREET

KANSAS CITY OFFICE:
612 NEW ENGLAND BLDG.

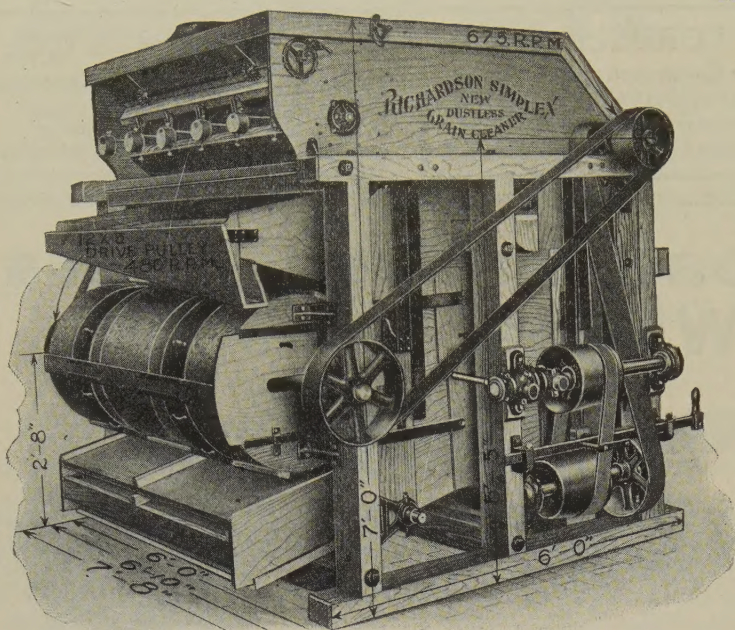
THE MONARCH MILL BUILDERS



YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

IT MEANS SOMETHING When a man sends you a letter like this without solicitation.



RICHARDSON GRAIN SEPARATOR COMPANY

1179 15th Avenue S. E.

Dept. G-J-6

MINNEAPOLIS, MINNESOTA

FREDERICK EQUITY EXCHANGE
Frederick, S. D.

December 19th, 1924.

Richardson Grain Separator Co.,
Minneapolis, Minn.

Gentlemen:

We have had a very busy season and have neglected advising you as to the results we have been getting from the Simplex Cleaner we installed last July.

We have handled an unusual amount of grain carrying various amounts of dockage, some of it very dirty, and we have not been docked more than 2% on any car, and a great deal of it has gone through without any dockage. Our screenings' account during the last four months has exceeded \$1,400.00. This, I think, is very good for this crop.

We have used different types of Cleaners in our elevator, but I consider the Simplex by far the best Cleaner on the market. It has given us splendid results and satisfaction.

Yours very truly,
FREDERICK EQUITY EXCHANGE,
By Olaf Anderson, Mgr.

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Eltr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

309 So. La Salle St.

CHICAGO, ILLS.

OUR IMPROVED Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit.

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

The five forms are well bound in three books, as follows:
411-A contains 100 sets all Form A. Price, \$2.00
411-E contains 100 sets all Form E. Price, \$2.00
411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price \$2.00.

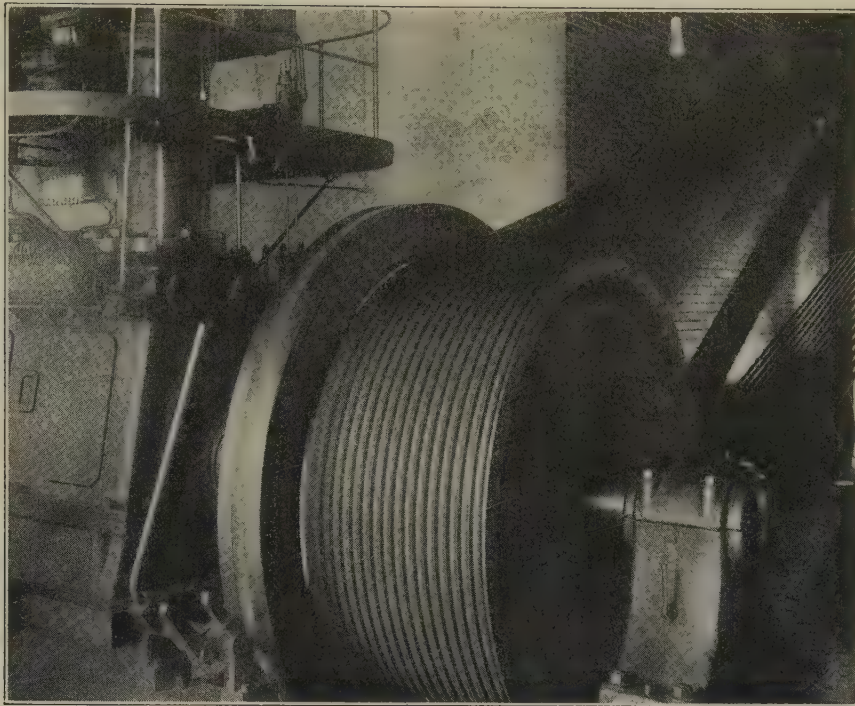
Send all orders to

GRAIN DEALERS JOURNAL

309 South La Salle Street

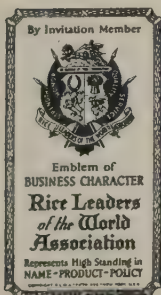
CHICAGO, ILL.

A Quiet, Smooth Running Drive



TO see a quiet, smooth running Rope drive is the very best argument for this method of power transmission. Those who have always been accustomed to noisy belting are astonished that thousands of horse power can be transmitted with scarcely a sound. If Rope drives were superior to belt drives in only this one respect, it would be sufficient reason for their use, but as an actual fact, except in a very few instances, a Rope drive is more efficient and more economical to maintain than any other system of power transmission.

The reputation which Columbian Transmission Rope has earned warrants your giving it a trial. To secure the greatest amount of satisfactory service at the smallest operating expense, the Rope on your drive should be Columbian *Tape-Marked* Transmission Rope.



Columbian Rope Company

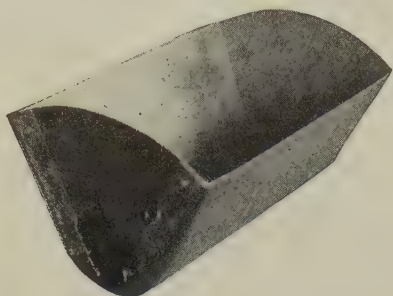
Auburn, "The Cordage City" New York

322-60 Genesee Street

Branches: New York Chicago Boston New Orleans



Increase the Capacity of Your Elevator



WELLER "SUPER - CAPACITY" ELEVATOR BUCKETS WILL DO IT

Perfect discharge at low or high speed.
Substantially constructed of heavy sheet metal.
Riveted at each corner. Spot welded on laps.
Reinforced with extra thickness of steel on the back.
High or extended sides prevent side spillage.



Send for Descriptive Circular and Price List

WELLER MFG. CO.

1820-1856 N. Kostner Ave.

CHICAGO

Abreast of the times

Grain dealers who keep abreast of the times know what the millers who buy grain are thinking and doing. This information can best be obtained by reading

THE MILLERS REVIEW
and
DIXIE MILLER
Atlanta, Ga.

A MONTHLY JOURNAL DEVOTED TO MILLING, FLOUR, GRAIN

Sample copies to interested parties upon request

43 years young; subscriptions \$1.00 a year

DIXON'S

SILICA-GRAPHITE PAINT

because of its better protective qualities, makes frequent repainting unnecessary and so gives better protection at less cost.

It is a natural combination of flake silica-graphite, mined only by ourselves. The vehicle is the best linseed oil obtainable.

Dixon's Silica-Graphite Paint will not peel, crack or flake off because of the natural elasticity of the flake graphite, while the silica is an anchor that withstands wear.

It is made in **FIRST QUALITY** only with a reputation for economy covering a period of 50 years.

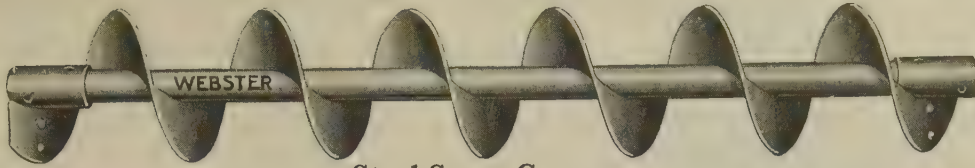
Write for Booklet No. 15B, and long service records.

JOSEPH DIXON CRUCIBLE CO.
JERSEY CITY
NEW JERSEY

Established 1827

U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.



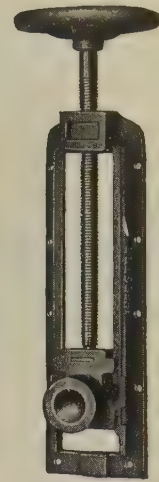
Steel Screw Conveyor



Car Loading Spout

**WEBSTER ACCESSORIES FOR
GRAIN ELEVATORS**

The Webster line of accessories for Grain Handling Plants is complete. Every part is designed and built to the same high standard characteristic of Webster Equipment.



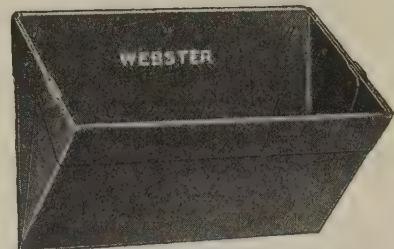
Take Up



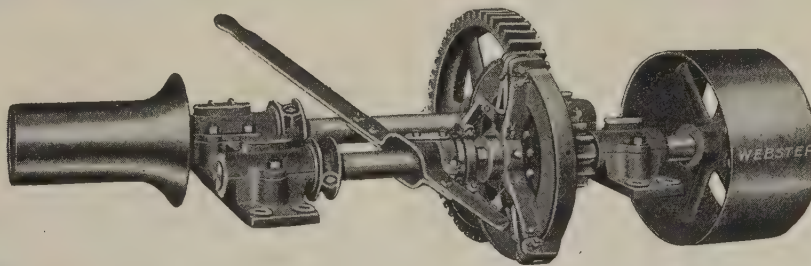
Empire Elevator Bucket



Sprocket Wheel



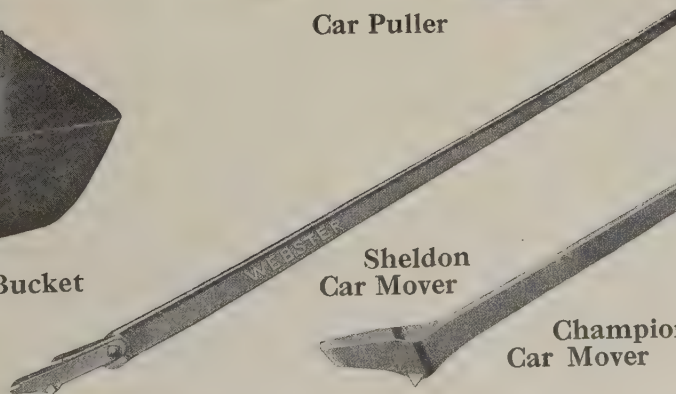
Minneapolis "V" Elevator Bucket



Car Puller

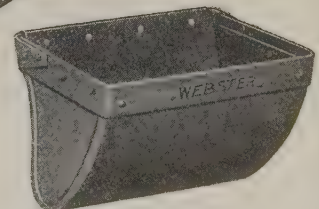


Salem Elevator Bucket



Sheldon
Car Mover

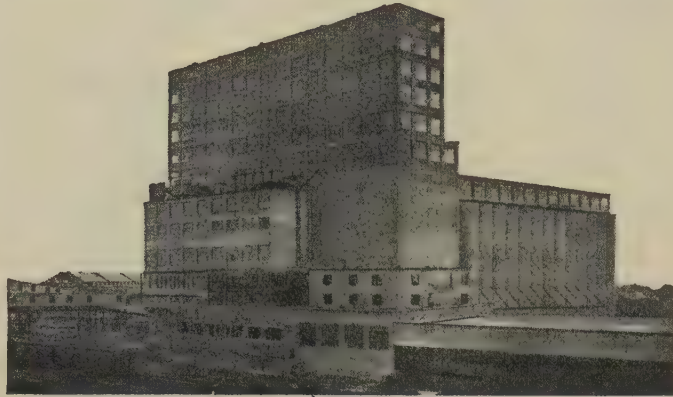
Champion
Car Mover



Buffalo Elevator Bucket

THE WEBSTER MFG. COMPANY
4500-4560 Cortland Street
CHICAGO

Two Richardson Automatic Grain Scales



BALTIMORE & OHIO RAILROAD TERMINAL ELEVATOR,
BALTIMORE, MARYLAND. 3,800,000 BUSHELS

installed in the Marine Tower of this elevator weigh the grain unloaded from the bay boats into bins.

Automatic Shipping and Receiving Scales of all sizes for both Country and Terminal Elevators:

Richardson Scale Company

Passaic, New Jersey

NEW YORK

BOSTON

MINNEAPOLIS

CHICAGO

OMAHA

WICHITA

LOS ANGELES

MEMPHIS

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.

ACCOUNT BOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 200 pages or spaces for records of 8,200 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2¼ lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

COMPLETE SET FOR \$6.50

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago.



Heavy Auto Truck Weighing is not a "Wagon Scale" Job

Each year brings more auto trucks, heavier auto trucks. And the problem of weighing them keeps pace. Auto truck loads are not only greater, but heavily concentrated on the rear wheels of the truck, making the shock on the scale doubly severe. It is a new problem—a problem that cannot be solved by a "wagon scale."

But the coming of the auto truck did not present a new problem to Fairbanks. For years Fairbanks Scales had been built for weighing railway cars and enormous hoppers of grain in elevators—harder service than is ever encountered in weighing auto trucks.

It was simply necessary to incorporate the railway track scale principle in the Fairbanks

Auto Truck Scale—and the result is a new degree of ruggedness for scales of this type.

Within a very short time—if not now—you must face the problem of installing a heavy scale. And it is simply good business to install a scale that will meet the hardest possible service for a lifetime.

Auto trucks are being used in ever-increasing numbers for hauling grain. Hundreds of dealers are prepared to handle their trade economically and safely on Type "S" Scales.

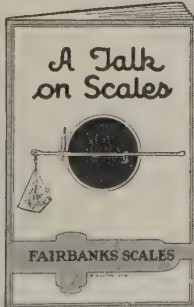
One of our representatives will show you why the heavy weighing of today demands this super scale. The coupon will bring your copy of the informative booklet, "A Talk on Scales."

FAIRBANKS SCALES

NEW YORK
Broome and Lafayette Sts.

CHICAGO
900 S. Wabash Ave.

And 40 other principal cities in the United States, each with a service station.



(Mail to office most convenient)

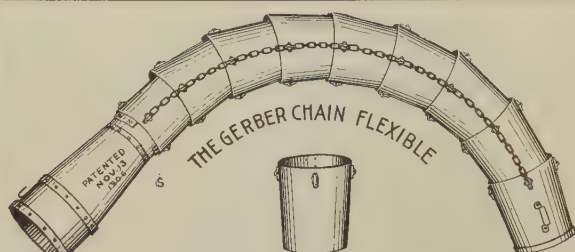
Fairbanks Scales, Dept. S-C-6,
Broome and Lafayette Sts., New York,
900 S. Wabash Ave., Chicago.

Please send your booklet, "A Talk on Scales," also

Type "S" specifications to

Address

Coupon brings
informative booklet.



Gerber 4-lug Chain Telescope Flexible Car Loading Spout; either round or square head.

GERBER

Grain Elevator Equipment



Minneapolis "V" Elevator Bucket

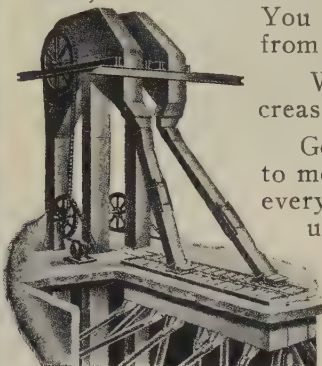
The time is drawing near when you will overhaul your old elevator or build a new one. When buying equipment order from Gerber.

Our New Gerber double and triple distributing spouts are the only practical spouts for elevator legs of two or three stands. All legs can be used to elevate into one bin or car at the same time, or can be used separately. Only one spout is required to run from distributors to each bin.

You have full control of your distributing. All spouts are operated from working floor.

We manufacture the best "V" bucket made. You can greatly increase the capacity of your legs if equipped with "V" buckets.

Get your elevator in order before the new crop starts to move. We can quote attractive prices on the best of everything in the grain elevator equipment line. Write us for catalog.

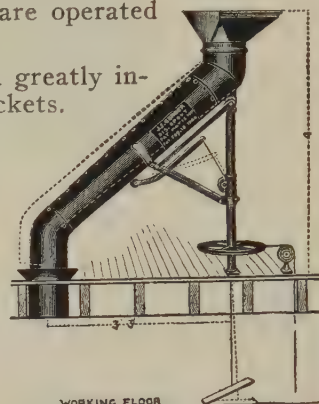


New Gerber Double Distributing Spout; with or without steel spout frame; also made for single and triple leg.

James J. Gerber

128 Sixth Ave. South

Minneapolis, Minn.



WORKING FLOOR
The Gerber No. 2 Distributing Spout.

Extensively Used by U. S. Dept. of Agriculture, Federal and State Grain Inspection Departments, Grain Trade, etc.

GRAIN TESTING SCALES



No. 4000

Used in Moisture Testing

Complete catalog No. 335G on request.

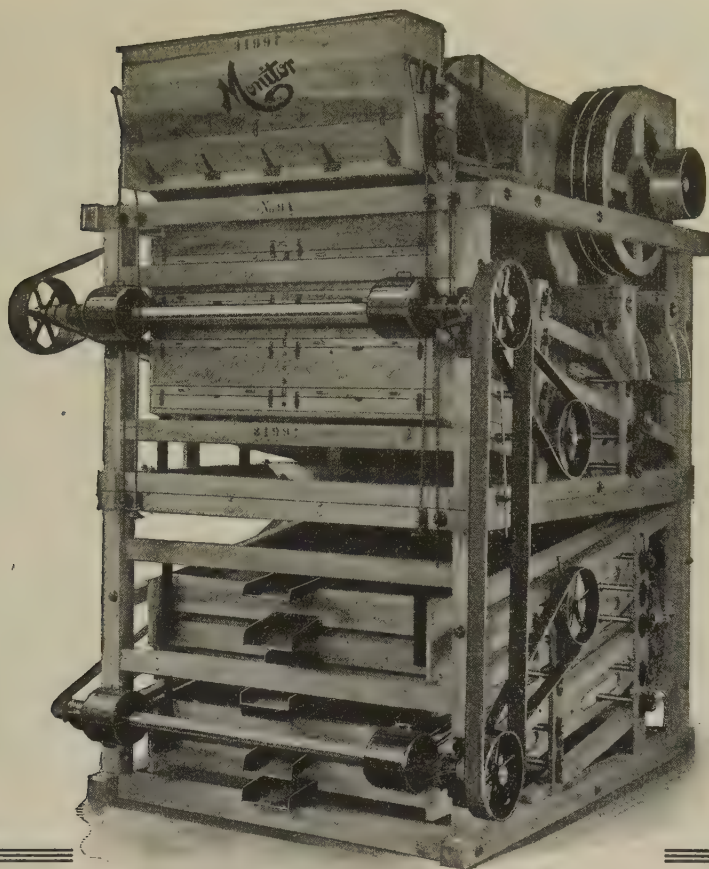
THE TORSION BALANCE CO.

New York Chicago San Francisco

Have You Seed For Sale?

Do You Wish To Buy Seed?

**See our "Seeds For Sale—
Wanted" Department
This Number.**



It's Coming Fast

The day that Screenings will be watched as closely as the grain. Naturally, for the large elevators are finding their screenings a gold mine, full of mustard, flax, good wheat, broken wheat, oats, barley, etc. The question was how to separate them, one from the other. Well posted grain men know now that this is easy on the MONITOR Screenings Separator and the wise ones have the machine and are quietly and steadily taking home the profits.

ARE YOU?

Huntley Manufacturing Company

Department B

Silver Creek, New York

Our Representatives At Your Service

Chicago, Ill.

A. D. McPherson,
411 Webster Bldg.

Kansas City, Mo.

F. J. Murphy, 732 Board
of Trade.

Dayton, Ohio

W. B. Sutton, 337 W.
Hudson Ave.

Los Angeles, Calif.

McKain Mfg. Co.

High Point, N. C.

C. T. Burton, 204 White Oak St.

Portland, Ore.

J. J. Ross Mill Furn. Co.

Minneapolis, Minn.

A. F. Shuler, 218 Iron
Exchange.

Oklahoma City, Okla.

J. B. Ruthrauf, Hotel Bristol

Winnipeg

Will Hill, 217 Corn Exch.

Philadelphia, Penna.

B. L. Brooks, Hanover
Hotel.

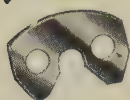
Seattle, Wash.

J. J. Ross Mill Furn. Co.

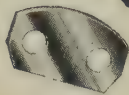
Canadian Plant

Tillsonburg, Ontario.

Simplicity Plus 98% to 99% Efficiency



Short Center Drive in Grain Elevator, Des Moines, Iowa



The Best for Short Center Drives

And short center drives make for efficiency and economy. They save space, lower the upkeep costs and eliminate line shafting. Only the mechanism necessary to the work being done is driven.

American High Speed Chains are ideal for short center drives. They transmit between 98% and 99% of the power applied. No other means of power transmission—belts or gears—is nearly so efficient. The simple construction and heat treating methods make American High Speed Chains superior to other chains.

Stock of Short Center Chains

The demand for short center drives has caused us to build up a complete stock of chains and sprockets in sizes commonly required. This cuts delivery time from approximately 2 weeks to 2 days. In ordering give horsepower and reduction, together with bore of sprocket and key way specifications.

Write for Catalog

AMERICAN

HIGH SPEED CHAIN CO.

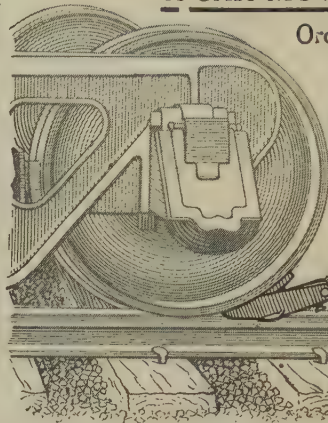
Indianapolis, Ind.

New York, 50 Church St.
Chicago, Monadnock Bldg.



Simplicity Plus 98% to 99% Efficiency

A CAR-MOVER WITH THE "PUSH"



Order one on 30 days' FREE

TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis.

Look for the word
"New Badger"—it
identifies our product



Grain Mktg. Co.
Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co., 5
Plants
B. & O. Elevator
Baltimore
J. C. Hunt Grain Co.
Wichita Falls, Tex.
Santa Fe Elevators
Kansas City
Capitol Elevator
Duluth

We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

Write us for particulars.

Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for——Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for——Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 100 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$3.00 per copy

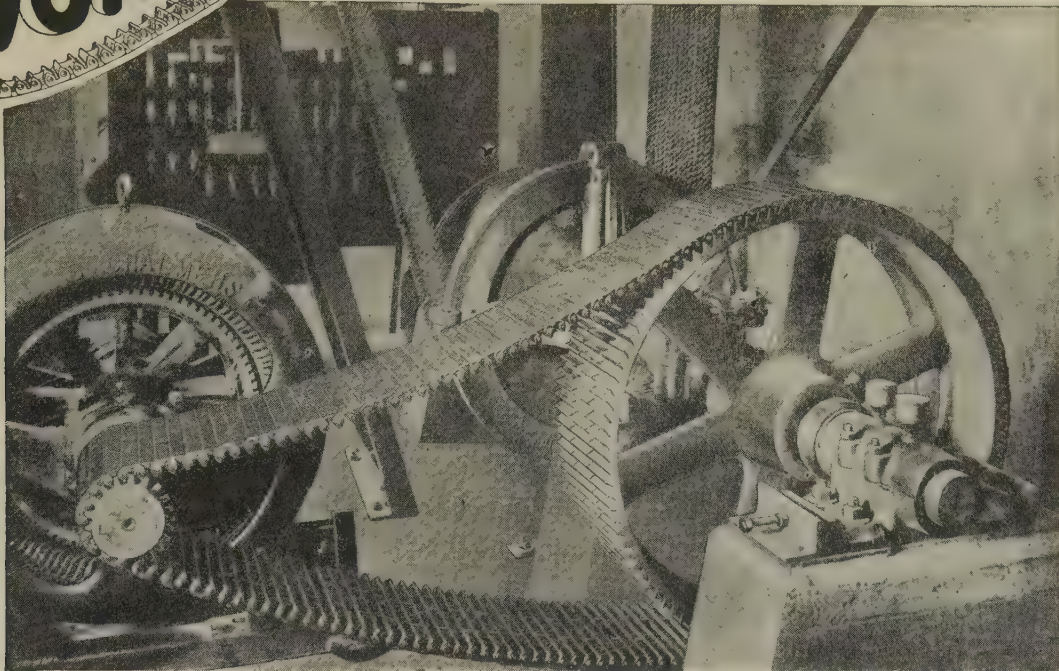
GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.



SILENT CHAIN DRIVES



100 h. p. Morse Silent Chain Drive Transmitting Power from Motor to Elevator Head Drive, 690 R. P. M. Driven, 106 R. P. M. 39 Drives, Totaling 1450 h. p. in Soo Elevator, Minneapolis, Minn. Folwell-Ahlskog Co., designers and constructors.

2600 Horsepower Transmitted by Morse Drives

Power costs are not all in the prime mover. Transmission takes its toll. That is why leading engineers are giving such close attention to the losses occurring through inefficient transmission of power, and why grain elevator operators, millers and cereal and feed manufacturers are including this problem in their study of cost reduction. Over a period of years transmission costs are impressive.

Morse Silent Chain Drives are being installed in a steadily increasing number of plants because they have demonstrated their economy under every type of service. The construction of the rocker joint and the multiple plates of which the chain is made, reduces to a minimum the strain upon any one joint. The space sav-

ing characteristic of the drive recommends it to every grain elevator operator, miller and feed manufacturer.

In the plant of the American Milling Company of Peoria, Ill., 2600 horsepower is utilized, 550 in the elevator and 2050 horsepower in the mill proper. The transmission throughout both units is by Morse Silent Chain Drives. In every modern installation where service, economy and dependability are demanded, Morse Drives have become an integral part. It fits into a program of progress.

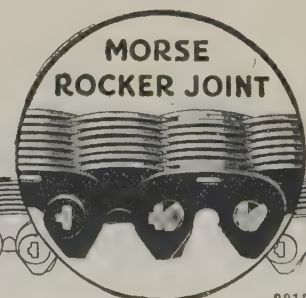
Let our Engineers plan a drive for your elevator or mill that will run cool, clean, and transmit and sustain 98.6% of the developed horsepower.

MORSE CHAIN CO., ITHACA, N. Y.

There is a Morse Engineer near you

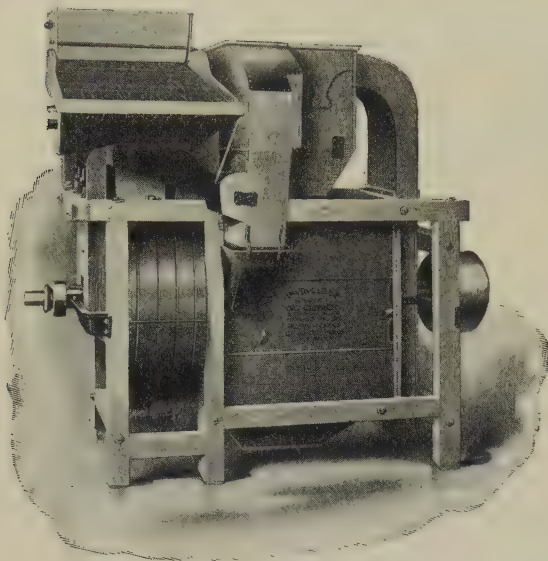
ATLANTA, GA., 702 Candler Bldg., Earl F. Scott & Co.
BALTIMORE, MD., 1402 Lexington Bldg.
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CHICAGO, ILL., Room 803, 112 W. Adams St.
CLEVELAND, OHIO, 421 Engineers Bldg.
DENVER, COLO., 211 Ideal Bldg.
DETROIT, MICH., 7601 Central Avenue
KANSAS CITY, MO., Finance Bldg., Morse Eng. Co.

NEW YORK CITY, Room 1871, 50 Church St.
MINNEAPOLIS, MINN., 413 Third St., S., Strong-Scott Mfg. Co.
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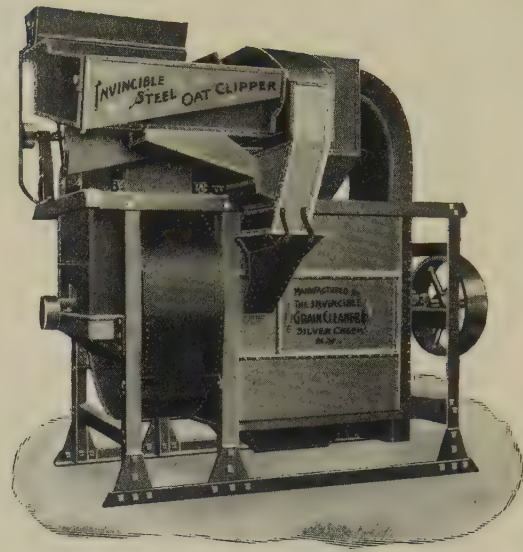




"Eureka" - "Invincible" Grain Cleaning Machinery



"Invincible" Oat Clipper
Standard, wood construction



"Invincible" Oat Clipper
All-metal, fireproof construction

There are 122 reputable builders of elevators in the United States

Because of their broad knowledge, long experience and the superior service they have rendered to others, these engineer-specialists are well qualified to give you practical advice about Grain Cleaning Equipment.

It is interesting to note that elevator builders not only specify either "Eureka" or "Invincible" Cleaning Machinery, when given authority to "include the best there is to be had", but they warmly endorse them. There are several reasons for this—to guard the interests of their clients, by assuring satisfaction to them and incidentally to add to the lustre of their own reputation.

There are no worries--no come-backs connected with
"Eureka" and "Invincible" Grain Cleaners

The technical staff at our offices and our field experts are at your disposal. This super-service is given without charge or obligation. It can help you and your elevator builder. We urge you to use it freely.

REPRESENTATIVES

Wm. Watson, 515—No. 111 W. Jackson Blvd., Chicago.
J. Q. Smythe, 3142 Bellefontaine St., Indianapolis, Ind.
F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.

Geo. S. Boss, Grand Hotel, New York City.
S. W. Watson, Osburn House, Rochester, N. Y.
W. M. Mentz, Sinks Grove, W. Va.

Bert Eesley, Box 363, Fremont, O.

Special Sales Agents: Strong-Scott Mfg. Co., Minneapolis, Minn.



S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.

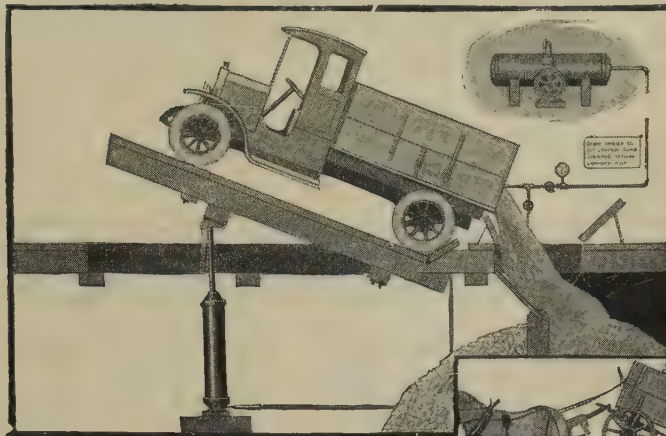


"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C. 3, England.

Globe Combination Auto Truck & Wagon Dump

SIMPLE - RELIABLE - PRACTICAL



**More Globe Dumps
Sold in 1924
Than of Any Other
Manufacture**

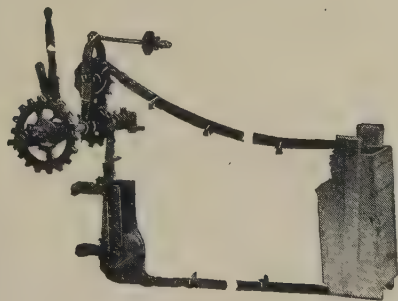
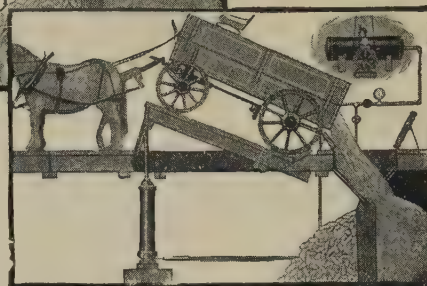
Can be installed in any driveway or on any scale.
Dumps any size Truck, Wagon or Sled, all on one platform, into one pit hole.
Cylinder can either be hung from scale or driveway or set on separate foundation.

Write for Blue Prints or further information

Also Manufacturers of Trapp all steel dump.

**Manufactured by
Globe Machinery & Supply Co.**

Des Moines, Ia.

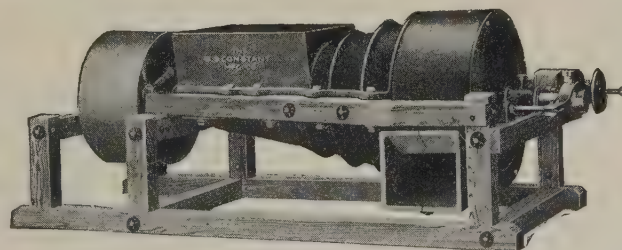


Get Your Grain In—And The Farmer Out—In a Hurry. The Cost Is No More

Here is your combination for speed and insurance against the costly "Choke-up."

**The U. S. Chain Conveyor and Feeder
The U. S. Pitless Corn Sheller
The U. S. "V" Type Elevator Bucket**

We build our chain feeders to deliver the capacity of the U. S. sheller which is sufficient endorsement of durability and capability.



The "V" bucket completes a U. S. Sheller installation by giving the increased elevating capacity required. Manufactured in all sizes with dies stamping the bucket at one operation from a single sheet of metal.

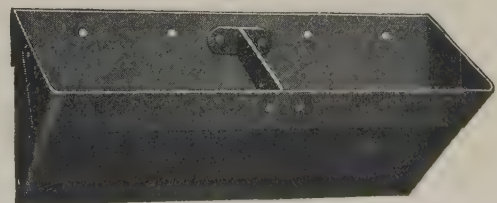
Priced accordingly.

Statement by Owner

"The U. S. Sheller has devoured everything from cog wheels to 40 feet of drag chain and seems to like it. Leaves the cobs cleaner and in better size than other shellers we are operating."

Constant XX Century Corporation

Manufacturers of Grain Elevator Equipment
and XXth Century Flour Mills.
BLOOMINGTON, ILL.



It's husky—it's dependable
—it's built of Steel

Kewanee

ALL
STEEL TRUCK LIFT

REMEMBER

When you install a Kewanee, you get the following distinct advantages:

All Steel

A truck lift that is strong, hence dependable—a unit that will last as long as your elevator.

Roller Bearings

A lift that operates on real roller bearings—hence the lift frames work smoothly and easily without jerks.

Patented Safety Guard

That eliminates any chance of mishaps. For the lift cannot rise until the safety guard has risen and surrounded the wheels.

Riveted Steel Air Receiver

Instead of the cheaper welded tank, often furnished with truck dumps.

A Stronger Driveway

For the installation of a Kewanee actually strengthens your driveway instead of weakening it.

Low Installation Cost

The cost of installing is so little that the total cost is no more—usually less—than for any other reliable device.

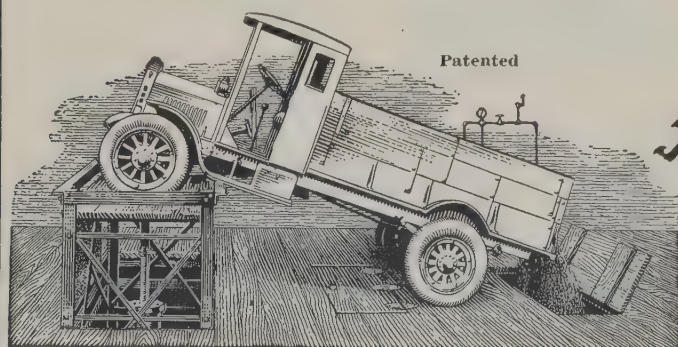
The first Kewanee Truck Lift made is still in operation—and has had no changes or repairs made on it. That one statement speaks volumes for the huskiness and dependability of Kewanee Truck Lifts.

Everything about a Kewanee Truck Lift is made to give the maximum of "service." The lift frames are made of solid, substantial angle irons, which raise and lower on steel roller bearings. The air receiver is of **riveted steel**—instead of the cheaper welded tank furnished with many truck dumping devices.

And while Kewanee Truck Lifts are built with just one thought—to make them the most efficient and durable devices possible—hundreds of installations prove that **installed they cost no more**, and often less, than other reliable truck dumping devices.

Another exclusive Kewanee feature will be announced soon!!!

Sold and installed by most all good elevator contractors. If yours does not have blue prints and prices, write us direct.



Kewanee Implement Company

Kewanee, Illinois

Southwestern Distributors

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GRAIN ELEVATOR BUILDERS

Better Elevators

We have been building up-to-date elevators for 40 years and are prepared to build country elevators in wood or concrete at a reasonable cost. An inspection of any of the numerous plants which we have built will convince you that they are arranged so as to utilize all space to advantage and to facilitate operation with a minimum expense of power and labor. If you are interested in having such a plant, write us.

Reliance Construction Co.

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Some supposed to be elevator *engineers* will tell you a concrete pit cannot be made water proof.

Would you buy an automobile of a vintage of ten years ago??????

Think this over when looking over plans.

Younglove Construction Co.

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We build concrete pits that ARE water proof.

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53 Devonshire St. Boston, Mass.

Designer and Builder of

MODERN GRAIN ELEVATORS

L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity
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For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

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ELEVATORS
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GRAIN and COAL ELEVATORS T. E. IBBERSON CO. CONTRACTING ENGINEERS MINNEAPOLIS, MINN.

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The Star Engineering Company

Specialists in
Grain Elevator Construction

Our elevators stand every test, Appearance, Strength, Durability and Economy of Operation.

Estimates and information promptly furnished

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GRAND-LACLEDE BUILDING ST. LOUIS, MISSOURI

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For
Grain Elevator
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Write for new
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is the mark designating the best in Grain Elevator Construction at normal prices
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Mayer Hotel Peoria, Illinois

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One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.

This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

*Every day in every way we are designing and building better and better Grain Elevators
We have built for many of your friends—Eventually we will build for you
Why not now?*



James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World
Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.



Canadian Government Elevator
Edmonton, Alberta
Capacity 2,500,000 Bushels

OUR principal contracts during the last three years include Elevators for the

Bawlf Terminal Elevator Co., Ltd, at Port Arthur, Ont.
Stewart Terminals, Ltd., at Port Arthur, Ont.
Canadian Government, at Edmonton, Alta.
Canadian Government, at Prince Rupert, B. C.

Carter-Halls-Aldinger Company, Ltd.

General Contractors

720 Palace Building, - Minneapolis, Minnesota
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Ralston Purina Co.'s

500,000 bushel elevator and mixed feed plant including hay warehouses, hay grinding mill, office, molasses storage, etc.

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and Feed Mills

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"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



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Grain Elevator Engineers

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Street
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also at

Melbourne,
Australia

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Argentina

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2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
Office Building
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and other
Buildings

Built by

Fegles Construction Co., Ltd.

Minneapolis, Minn.

Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.



(Kehler Flour Mills, St. Louis, Mo.)
51 circular bins.

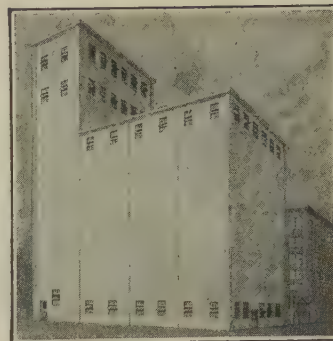
We recently built these elevators and many others of various shapes and capacities.

We design and build Grain Elevators, Milling Plants, Seed Plants, Coal Pockets, Warehouses and similar structures.

Many years experience.

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320 Merchants Exchange Bldg.,
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(H. C. Cole Mfg. Co., Chester, Ill.)
48 square bins.

Write for booklet describing STONE'S VEHICLE DRAIN DUMP. It is portable—Will dump in any number of sinks.

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Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

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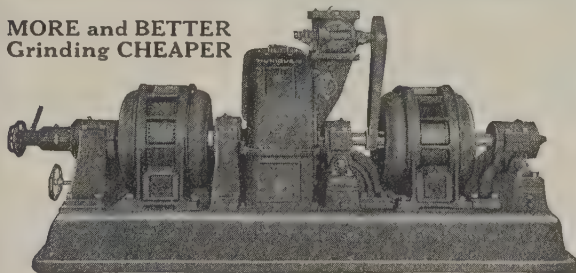
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F. W. Lewis
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*For Greatest Profit In
Feed Grinding, Employ The*

UNIQUE BALL BEARING ATTRITION MILL

MORE and BETTER
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.

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MUNCY, PA.

CHICAGO OFFICE—111 W. JACKSON BLVD.

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

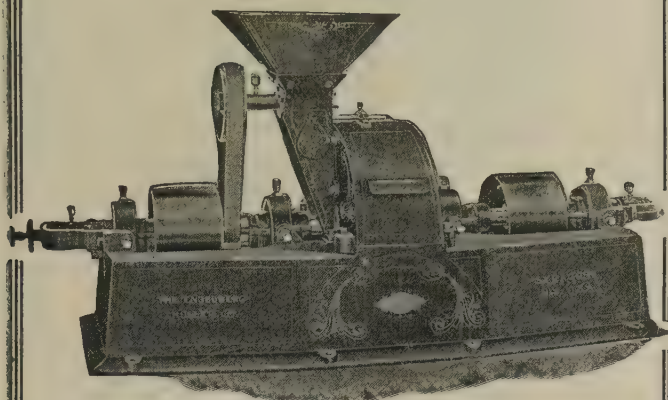
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Agricultural Gypsum	Lightning Rods
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Dockage Tester	Separator
Drain Circulating Pump	Sheller
Dump	Siding-Roofing { Asbestos
Dust Collector	{ Steel
Dust Protector	Silent Chain Drive
Elevator Brushes	Speed Reduction Gears
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Friction Clutch	Waterproofing (Cement)
Grain Driers	

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago

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No Seal Rings
Scientific

Positive Feed
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

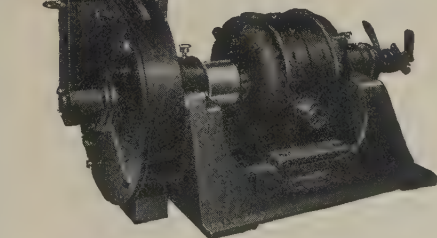
Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

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SYRACUSE, N. Y., U. S. A.

DREADNAUGHT FEED GRINDER



WELL
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WELL
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Our DREADNAUGHT at Mt. Victory is satisfactory. Ship us a size 18 DREADNAUGHT to Big Springs, Ohio.
MT. VICTORY, OHIO. Mt. Victory Mill & Elev. Co.

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We have DREADNAUGHTS at Kalida, and Ottoville. Ship us a size 20 DREADNAUGHT to Muntana, Ohio.
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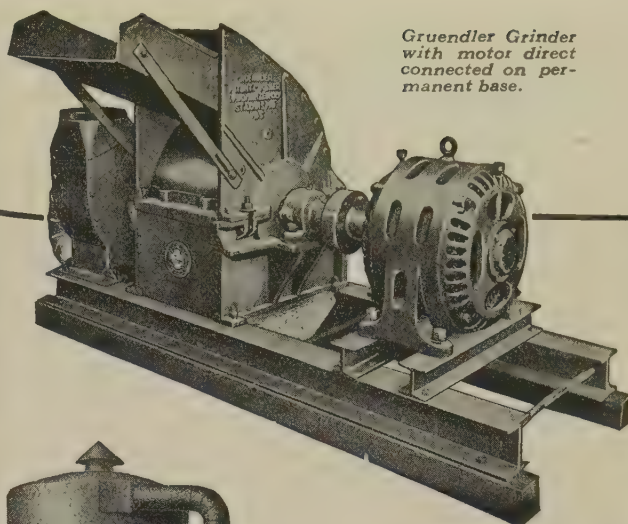
Orders Fourth Dreadnaught

Our DREADNAUGHTS at Vaughnsville, Rimer and Cloverdale do fine work. You may ship us a size 20 to Ottawa, Ohio.
FORT JENNINGS, OHIO. Raabe Bros.

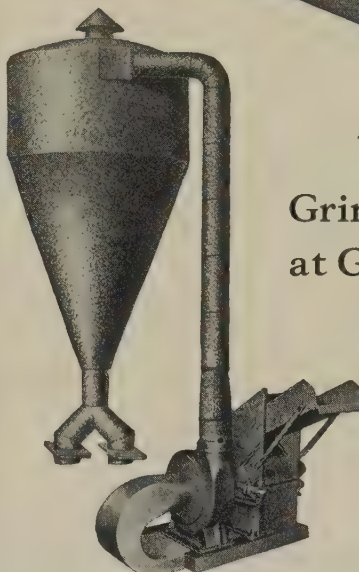
Orders Tenth Dreadnaught

The nine DREADNAUGHTS we are operating are satisfactory. You may ship us a size 24 Motor Type DREADNAUGHT to Riverside, Indiana.
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Gruendler Grinder
with motor direct
connected on permanent base.



Grind All Grains
at Greater Profit
With—
**The
Gruendler**

Belt Driven Grinder,
complete with cyclone
and two way
sacker spout.

Mills and feed grinders find the
Gruendler Whirl Beater cheap to
operate because of its vast capacity
with minimum power; and the
greater variety of uses to which it
can be put.

THE Gruendler is the one grinder on the market today which really handles oats and oat hulls in a satisfactory way.

This grinder utilizes the Swing Hammer method. Over a million cutting blows a minute. Metal and sand trap prevents harsh foreign substances such as volts and nails from entering machine. This feature gives it high endorsement by fire insurance underwriters. No metals clash. There is no friction to produce heat.

Every ounce of power is used to grind or crush the substance fed to it by the automatic feed.

30 Days Trial

It is to your interest to put this versatile grinder to work for you—it will take care of all your needs at less expense than any similar machine. The Gruendler is sold on 30 days trial. It proves its worth to you or you are not out one cent.

Send for free details. The sooner you learn of it the quicker you begin to save money and to get better grinding results.

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& PULVERIZER CO.**

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John R. Gray Co.....726 Harrison St., San Francisco, Calif.
Tri-State Machinery Co., 308 Washington N., Minneapls, Minn.
Louis Silver.....2035 N. Meridian, Indianapolis, Ind.
R. J. Roath.....West 922 Riverside, Spokane, Wash.
A. D. Allen.....615 E. Mississippi, P. O. Box 773, Ada, Okla.
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E. V. Fox.....Box 75, Jonesville, Mich.
J. H. Heckman.....725 Live Stock Exch. Bldg., Kansas City, Mo.



One Flash Of Lightning Takes Your Elevator—

Years of hard work and a substantial investment are behind your elevator. Then you must consider also the valuable products it contains.

'Don't allow them to be destroyed as the result of a thunderstorm.

The Dodd System controls lightning—absolutely protects your elevator in the severest thunderstorm—and the saving on your insurance premium will pay the bill.

Write for estimates and a copy of our interesting book, "Lightning."

DODD & STRUTHERS
122 Eighth Street, Des Moines, Iowa

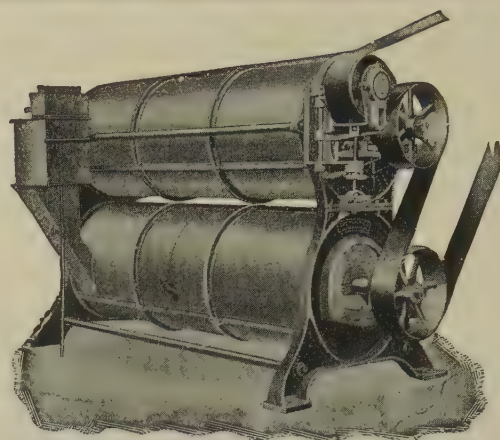
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Please mail your "Lightning" Book without obligation to

Name

Address



The Wolf-Dawson Wheat Washer and Drier

Does it Pay to Scour Wheat?

That seems like a foolish question. Anyone in the flour or grain business knows the value of the scourer in modern milling. Progress in milling practice is closely linked with the increasing demand for clearer, whiter flour. Disregard of this demand means failure.

It Pays to Wash Wheat

Realizing the importance of the call for a strictly clean product, the Wolf company answered it by perfecting the Wolf-Dawson Wheat Washer and Drier. The user of this machine need have no hesitancy in claiming that the wheat he mills or sells is **clean**. All dirt and smut is removed, lowering the ash content and leaving the wheat in prime condition for milling.

THE WOLF COMPANY

Dept. J., Chambersburg, Pa.

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{4}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

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Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, 10 $\frac{1}{2}$ x15 $\frac{3}{4}$ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L.F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. **Order Form 23. Price, \$4.50. Weight, 6 lbs.**

Grain Shipping Ledger. Size of page, 10 $\frac{1}{2}$ x15 $\frac{3}{4}$ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

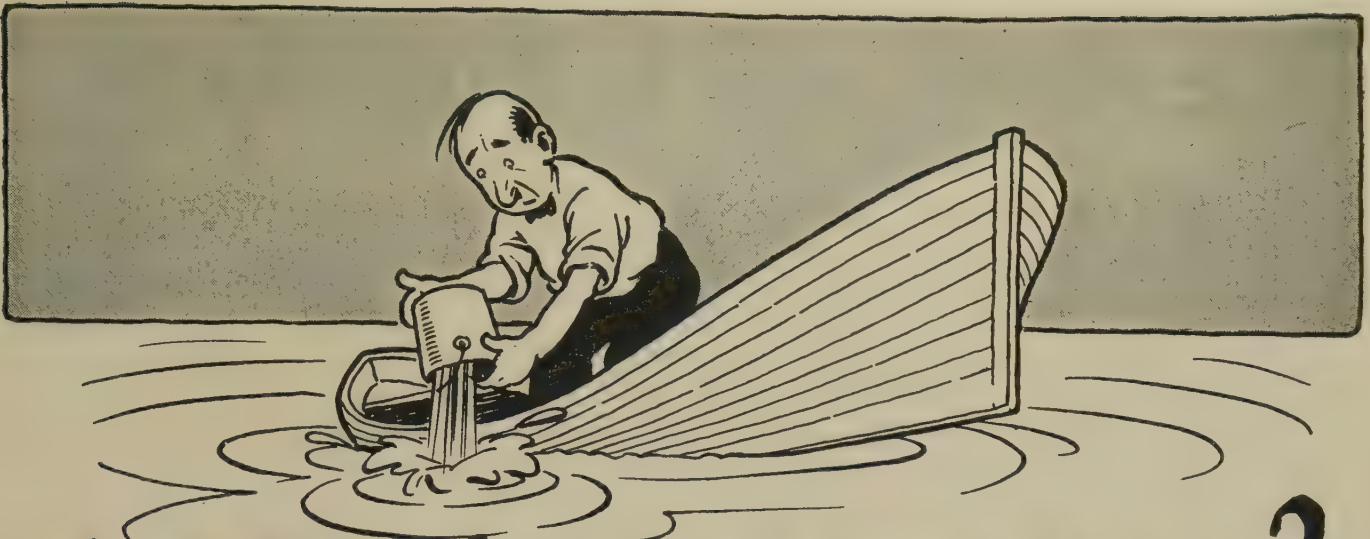
Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 50 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover. **Order Form 24. Price \$4.00. Weight, 5 lbs.**

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



Are You in the Same Boat ?

THERE'S no reason for your getting caught with a leaky bucket and a guilty conscience the next time you have to meet the problem of keeping water out of concrete.

You don't have to —because The Sandusky Cement Company has several different booklets telling clearly and simply how to make concrete for every purpose, that will be water-repellent as

To the man about to build a new elevator Medusa Waterproofing offers positive assurance of dry pits and basements.

To the man now suffering from damp pits and basements Medusa Waterproofing offers a remedy.

To both we offer our services in solving your difficulties.

long as the life of the mass itself. Write us outlining your problems in keeping water out of concrete, and we'll furnish you with Medusa literature cover-

ing your work completely. On specific work we'll supplement this information with personal advice on any given job. Your correspondence is invited on anything relating to the correct waterproofing of concrete.

THE SANDUSKY CEMENT COMPANY THE ENGINEERS BUILDING CLEVELAND

New York—Dixon, Ill.—Toledo, O. Mills at York, Pa.; Sandusky, Ohio; Toledo, Ohio; Dixon, Ill.

Manufacturers of Medusa White Portland Cement (Plain and Waterproofed); Medusa Waterproofing (Powder or Paste); Medusa Gray Cement (Plain and Waterproofed); and Medusa Cement Paint.

MEDUSA

WATERPROOFING

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

NORTHERN OHIO—10,000 bu. elevator for sale in one of the best farming sections. Price \$4,000. Philip Horn, Monroeville, Ohio.

MINN.—15,000 bu. grain elevator for sale; gas power; cleaner and loading scale. Address 54F2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Terminal elevator and Kansas Line. 250,000 bus. at half replacement value payments. Allin, Coffeyville, Kansas.

This is going some. You put my ad in one insertion the last issue in December. Have had 28 inquiries from it and sold it today to the second man who looked it over. Illinois dealer.

KANSAS—12,000 bu. elevator for sale; west of Hutchinson; main line A. T. & S. F. Good wheat and corn shipping point. Address 54J21, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MICHIGAN—Elevator and coal business for sale; large volume of business; no competition; excellent farming community. Write 54H5, Grain Dealers Journal, Chicago, Ill.

LONGVIEW, TEXAS—25,000 bu. grain elevator and meal mill for sale, fully equipped with modern machinery, located in the heart of feed consuming territory, on 3 trunk line railways. First National Bank, Longview, Texas.

MARYLAND—Elevator for sale, doing large business in grain and feed, located in good grain and dairy section on railroad, 48 miles from Baltimore. Price right. Cash's Real Estate & Insurance Agency, Westminster, Md.

IOWA—45,000 bu. elevator for sale; excellent condition; concrete coal house 14x70; corn crib 8x88; live town, nearest towns east and west 14 miles, north and south 7 miles; big territory; only live stock buyer; also carry feed lines. Must dispose of property before July 1st on account of ill health. Write 54J1, Grain Dealers Journal, Chicago, Ill.

INDIANA—FOR SALE \$4,000. One soundly constructed elevator handling feed; house and coal bins together with all equipment and good will; cleared nice profit last year for present owners who desire to sell before wheat harvest. Prospects for crop here unusually good. Now is the time to buy. Communicate direct with The Deedsville Milling Co., Deedsville, Ind.

NEBRASKA—At very low price, a terminal elevator for sale, 150,000 bushel capacity, 30 cars a day handling facilities; large drier; operated by electric motors; on private ground. Ground alone worth more than the price asked for the entire property. Must sell quick to close an estate. For further details write
T. M. Waxman, Administrator,
831 So. 11th Street,
Lincoln, Nebr.

OWING TO ILL HEALTH I offer my Elevator at Jarvis Siding, Towner County, North Dakota, for sale. No competitor. Said elevator is situated 3 miles S. E. of Bisbee, on the Great Northern Ry.; capacity 25,000 bus.; 4 bins on each side, 5 bins overhead, 13 in all, direct spout; Fairbanks standard scales for weighing in and out; Fosston "50 Cleaner"; 10 H. P. "Otto" Engine. Elevator complete with equipment, \$5,000. First come first served. This property is clear of all incumbrance and taxes are paid to date. No Land deals considered. If interested write or wire Henry Hammerly, Owner, Box 35, Cando, No. Dak.

ELEVATORS FOR SALE.

ILLINOIS—40,000 bushel elevator for sale; on private ground; electric equipment. Address Box 47, Warsaw, Illinois.

NORTHERN INDIANA—10,000 bu. iron clad elevator for sale, nearly new, with feed house attached. Lock Box 241, LaGrange, Ind.

NEBRASKA—10,000 bu. elevator for sale on the Mo. Pac. R. R., in good condition. Price \$4,000. Address Henry Brenner, Stella, Nebr.

N. E. KANSAS—7,000 bushel elevator on Santa Fe for sale. Doing good business. Will make good price for cash. Address O. D. Amend, Cummings, Kansas.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

SOUTHEASTERN SOUTH DAKOTA Elevator for sale in heart of best farming district; big grain territory and low price. Address Box 5, R. 2, Freeman, South Dakota.

CENTRAL ILLINOIS—30,000 bu. cribbed elevator for sale, modern and in good repair. Come and look it over; a real bargain. Price \$6,000 cash. No trades considered. Address 54K7, Grain Dealers Journal, Chicago, Ill.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

CENTRAL IOWA—Grain Elevator for sale, metal siding, electric power, fine office and feed house, Globe Dump. On main line Rock Island R. R., between Des Moines and Iowa City. Only elevator in good town of 1500 population. Write 54J30, Grain Dealers Journal, Chicago, Ill.

IOWA—36,000 bu. elevator for sale in a good grain territory; no competition; good warehouse; electrically equipped; truck scales; air dump; land goes with buildings. Fine lake town; a bargain if taken soon. Write or call on C. M. Steward, Lake View, Sac Co., Iowa.

MARION, NEBRASKA—Elevator and alfalfa mill combined for sale. Fully equipped and in operation; cost of construction \$28,000; wheat capacity 18,000 bus. Located in good wheat and corn district. Good wheat prospect. Price \$6,000. No trade. A real bargain. Address G. W. Shell, Box 395, Garden City, Kansas.

CENTRAL ILLINOIS—Grain elevator, iron clad, electric power, low drive, for sale; warehouses, hay barn, coal bins, etc.; on private ground along B. & O. W. S. R. R. An old established business with plenty of sidelines, in a good town on a concrete road. Price \$10,000. Write 54G9, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATORS FOR SALE.

INDIANA—40,000 bu. iron clad elevator for sale. Address Box 347, Royal Center, Ind.

NORTHWEST IOWA—Two good elevators for sale. In real grain surplus territory. Address M. E. DeWolf, Spencer, Iowa, for details.

INDIANA Grain Elevator for sale, one of the best in the state, with over \$5,000 worth of grain already in. Universal Investment Co., 825 State Life Bldg., Indianapolis, Ind.

NORTH DAKOTA—35,000 bu. elevator for sale, double house, 24 bins, cribbed, on main line Soo Railway. No trades. Write Box 15, Harvey, North Dakota, for particulars.

12,000 BU. cribbed elevator, also modern bungalow, garage and chicken house; 65 miles S. W. of Omaha. A money making proposition, no competition; very little feeding. Address 54L1, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS—6,000 bu. iron clad elevator and feed mill combined, new, also coal, salt and general store, in small town on Burlington R. R., no competition. Address 54L23, Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—6,000 bu. elevator, fully equipped, electric power, well located in good grain section. Good coal and feed business. Have two elevators and need only one. A real bargain. Address 54H9, Grain Dealers Journal, Chicago, Illinois.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

CENTRAL ILLINOIS—Grain elevator for sale, low drive, iron clad, gasoline power, with feed grinder, warehouses, hay barn, coal bins, office, etc.; on leased ground on Penn. lines. An old established business with plenty of sidelines; good town on hard road. Price \$15,000. Step into a good business on this purchase. Address 54G10, Grain Dealers Journal, Chicago, Illinois.

GRAIN, LIVE STOCK & COAL BUSINESS FOR SALE—15,000 bu. iron-clad elevator, electric power, first class condition, 3 lots and good 8 room residence. Also one old elevator with machinery, not used for grain; used in the summer as a water system for handling and loading hogs. Private stock scales in house, in private pen and hog house; fair 7 bin coal shed; hopper scale in elevator; good office with new truck scales. No competition, only buyer and seller. \$25,000, no trade, prompt possession. Poor health reason for retiring. On the main line of the Wab. R. R. between Omaha and St. Louis. H. F. Kruse, Mineola, Iowa.

ELEVATORS FOR SALE OR TRADE.

ILLINOIS—Two elevators for sale, Champaign Territory, for cash or trade for city residence or Central Illinois eighty. Address 54L25, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. McGuire, 6440 Minerva Ave., Chicago, Ill.

ELEVATORS FOR RENT.

TWO CENTRAL KANSAS ELEVATORS for rent, one on the Union Pacific and the other on the Mo. Pacific. Both in good condition and ready to operate. Located in good farming community. Write Swan Nelson, Assaria, Kans.

ELEVATORS WANTED.

WILL EXCHANGE \$10,600 first mortgage for good grain elevator in Iowa. Address 54L19, Grain Dealers Journal, Chicago, Ill.

TERMINAL ELEVATOR OPPORTUNITY.

WANTED—Live grain firm of good standing to take long lease on new terminal elevator advantageously located. Ample track room, favorable transit rates, rapid handling. Additional storage if you wish it. Will sell if preferred. Write quick. Address 54K18, Grain Dealers Journal, Chicago, Illinois.

MILLS AND ELEVATORS FOR SALE.

FOR SALE—A 100-bbl. mill and grain elevator in the heart of hard wheat territory. Low price. Write The Bushon State Bank, Bushon, Kansas, for particulars.

CENTRAL INDIANA—Three story brick, 75-bbl. N. & M. sifter mill, with 50,000 bu. elevator and coal sheds for sale; best wheat territory in state; private ground, N. K. P. road. Stand thorough investigation. A real opportunity. Address Sharpville Mill, Elevator & Coal Co., Sharpville, Ind.

ILLINOIS—Mill and Elevator for sale, capacity 500 bbls., either hard or soft wheat. Storage capacity 100,000 bus. Best built and equipped mill in Ill. Modern to the minute. Latest improved machinery. Two residences next to elevator which rent for \$100 per month. Wavering Bros. Milling Co., Quincy, Illinois.

BUSINESS OPPORTUNITIES.

NEW WAREHOUSE for sale or lease at San Bernardino, Calif., on Santa Fe and Union Pacific RRs., 600 ft. private switch. Doing small grain and feed business now. Splendid chance for expansion, wholesale and retail. A. T. Ambler, 2689 E. Colorado St., Pasadena, Cal.

GRAIN AND COAL BUSINESS FOR LEASE.

Best equipped elevator in excellent farming community in Illinois. Also coal business with 5 large new sheds (on three roads). Elevator and sheds located on C. C. & St. L., I. T. S. and Santa Fe. Will lease reasonable to right party for term of years. Address Henry W. Mathis, Morton, Illinois.

SAFES AND VAULT DOORS FOR SALE.

HOWE FIRE-PROOF mill and elevator safes, No. 1318 delivered \$54.00; outside 28 3/4" high, 13" wide, 22" deep; inside 17 1/2" high, 12 1/2" wide, 12" deep. Other sizes at corresponding prices. Write today. Howe Scale Co., 512 St. Charles St., St. Louis, Mo.

OFFICE EQUIPMENT FOR SALE.

WE HAVE the very best kind of Protector-graph check protector machine for sale. Brand new. KINSEY BROS., North Manchester, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SITUATION WANTED.

POSITION wanted as flour and feed salesman or package goods salesman in Iowa, salary and expenses. Address 54L11, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager farmers' elevator; 12 years' experience; understand side lines, books; best of references. Address 54H8, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of an elevator or buyer for grain firm; 18 years' experience in grain business; or will lease elevator doing good business. Address 54K16, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position with some good firm soliciting consignments in Iowa; have a good car; know the business and territory well; best of references. Address 54L10, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED elevator manager and grain dealer desires position as manager of Farmers Elevator or Line Houses, references furnished, good accountant, can leave at once. Address 54L17, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of Farmers' Elevator; 8 years' experience; understand side lines, good bookkeeper. Now employed, desire change. Good references. Salary about \$200. Write 54J31, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Manager of either Line or Farmers' Grain Elevator, in good territory where large volume of business is handled; 9 years' practical experience operating a country elevator, experienced bookkeeper; 36 years of age and married. Can furnish bond. Write 54J7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—A man with several years' experience with Board of Trade, Stock and Cotton Exchange concerns as branch manager and other positions in country offices is seeking reliable, permanent connection where above experience is of advantage. Executive ability, reliable, well educated, fine all around business experience, excellent references, married, age 38. Have some railroad agency experience. Now employed in other work in Illinois. Address 54H6, Grain Dealers Journal, Chicago, Illinois.

HELP WANTED.

WANTED—Competent experienced superintendent for million bushel elevator located in the middle-west. Address 54K1, Grain Dealers Journal, Chicago, Illinois.

PARTNER WANTED.

FOR SALE—Half interest in grain, feed and custom grinding business. Address Paul Leinekugel, Box 83, Sauk City, Wis.

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

MOTORS WANTED.

WANTED TO BUY one second-hand 7 1/2 H. P. single phase electric motor, 1200 or 1800 speed, complete with starter. Give price and condition of motor first letter. Address Room 3, Grain Exchange Bldg., Omaha, Nebr.

GENERATOR, MOTORS AND CLEANERS WANTED.

WANTED—12 to 15 K. W. 110 volt D. C. generator; several 5 or 6 h. p. 110 volt D. C. motors; several 60 Dual Marquis Cleaners, 1921 to 1923 models and several 25 "Y" Fairbanks-Morse engines. J. C. Miller, Page, No. Dak.

ENGINES FOR SALE.

GAS ENGINE—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

SEVERAL 15 H. p. Fairbanks-Morse "Z" Engines, require some overhauling. \$125.00 each. Address J. C. Miller, Page, No. Dak.

FOR SALE—15 HP. Gasoline Engine, used less than six months. Elevator changed to electric. Chas. E. Gilman Elevator, Fisher, Ill.

ONE FAIRBANKS-MORSE Engine, 9 H. P., for sale, A1 condition, 44 amp. Generator switch board and battery jars. Will sell at 25% of cost price. Elroy Wright, Dana, Ill.

FAIRBANKS-MORSE Kerosene or Gas Engine for sale, 20 H. P., Type NB, used 90 days, good as new. Bargain \$300. Address A. B. Martin Grain Co., La Fontaine, Indiana.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

SCALES FOR SALE.

FOR SALE—30,000 lb. Howe warehouse or hopper scale, \$100. KOCH, Hutchinson, Kansas.

FOR SALE—One 15 ton Fairbanks-Morse Truck Scale, "NEW" and in original crating. Address W. M. Bosley, Milroy, Indiana.

ONE 15 TON FAIRBANKS Truck Scale for sale in original crate. For price write The Farmers Co-operative Co., Boswell, Ind. R. F. D.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

FAIRBANKS 100 ton 44' rebuilt Railroad Track Scale at a bargain. One 10 ton 16x8 Howe Rebuilt Wagon Scale \$150. Other styles and capacities. Write today. Howe Scale Co., 512 St. Charles St., St. Louis, Mo.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

10,000 SHIPPERS
Are now using

TYDEN
CAR SEALS

Bearing shipper's
name and consecutive
numbers.

Prevent
CLAIM LOSSES
Write for samples
and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.



Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt
of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

Box 404 South Bend, Ind.



MACHINES FOR SALE.

GRUENDLER FEED GRINDER light type W 27 for sale, new—never used; \$300 f. o. b. Browns, Ill. E. H. Morris, Browns, Ill.

ATTRITION MILL.

Two 36-in. Bauer Ball Bearing Attrition Mills cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—Eureka grain cleaner, 250 bushel capacity; portable car loader; 6 H.P. Fairbanks-Morse gasoline engine. Address Stevens Scott Grain Co., Wichita, Kansas.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

FOR SALE—One No. 1 Hess Grain Drier, complete, in use only 3 months. Present price \$900 f. o. b. Chicago, will sell for \$450 f. o. b. Franklin, Tex. C. B. Carter, Franklin, Texas.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

There will be no need of running our advertisement further, we are practically sold out. The advertisement in your paper brought very good results.—Wisconsin firm.

ATTENTION! BARGAIN.

Four 120-bushel Nurdyke & Marmon Driers and Coolers, latest style. Wire us for price on these. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

LABORATORY EQUIPMENT (almost new) for sale, consisting of: Hoskins electric ash muffle furnace, Model FD 203. Fairbanks and Toledo grain scales. Address Saint Paul Trust Company, Saint Paul, Minn.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

TIME PAYMENTS ALLOWED on the Boss Air Blast Combination Cleaner and Car Loader. Equipped with motors if needed. Loads cars without scooping. Boosts grades. Quickly pay for themselves. Maroa Mfg. Co., Maroa, Ill.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—1 Barnard & Leas Wheat Cleaner, size 60, capacity 800 bushels hour.

1 Ehrsam Roller Mill with three sets of rolls. Size of rolls 9 by 24.

Machines in good condition and priced right. Berthoud Farm Products Co., Berthoud, Colo.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

W. R. Leathers, Mgr.
9 S. Clinton St. Chicago, Ill.

MACHINES WANTED.

WANTED TO BUY a portable elevator of the centrifugal type, engine driven. Address E. H. Anschutz, Long Grove, Iowa.

WE ARE IN THE MARKET for a first-class 24 inch plate used attrition feed mill. Write KINSEY BROS., North Manchester, Ind.

PLEASE DISCONTINUE our ads in the Journal—results entirely satisfactory. Indiana Dealer.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

Bargain Sale in Soiled and Shelf Worn Books.

Triplicating Grain Ticket Book; binding damaged in reshipment. Price \$1.50 and postage. Order "Bargain 19 G. T."

Clark's Double Indexed Car Register—One copy of a quick index to records of all cars handled, \$1.75 and postage. Order "Soiled 42."

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-E."

Grain Receiving Register, for recording wagon loads of grain as received; 200 pages; space for 8,200 wagon loads. Slightly soiled—used as printer's sample. Price \$2.00 and postage. Order "Special 12AA."

Grain Storage Receipts—A book of 50 receipts and 50 stubs with space for essential facts regarding each lot of grain stored. 25c and postage. Order "Special Form 4."

Gas Engine Handbook, by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

Clark's Decimal Wheat Values, a series of tables reducing any number of pounds to dollars and cents and to bushels, instantly showing the value of any weight of wheat, clover seed, beans and potatoes at any price from 50c to \$2.39 per bushel of 60 lbs. Bound in cloth. \$1.50 and postage. Order "Special 33X."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

GRAIN DEALERS JOURNAL,
309 South La Salle St., Chicago, Ill.

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." E. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G.

N. P. BOWSHER CO., SOUTH BEND, IND.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy manila, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.75 per hundred or in lots of 500, \$2.50 per hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. La Salle St., Chicago, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address: The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.



HAY SPECIALISTS



McMillin Wagon & Truck Dump

Are you quite the modern fellow
That your neighbor Jones, here, is?
Have you got the best equipment
Takes to get and keep the Biz?
If you think that you're awaitin'
For a better day,
Other fellows all around you,
Ain't a thinkin' jest that way,—

Don't go takin' Life too easy,
Don't be feelin' quite so mild.
You may think your neighbor Jones, here
Is a actin' kinda wild.
But when every one gets busy,
And the Mills all hum a tune,
He will make your head go dizzy
For the wagons and the Big Trucks will
Be comin' mighty soon
To his modern elevator, with equipment
Up to date.
He'll be writin' up his new ones on that
doggone little slate.

If you haven't made the move yet,
Well you'll surely feel the bump.
So get busy—Mr. Wait Yet,
And install McMillin's Dump.
For we're sure you're quite the fellow
That your neighbor Jones, here, is,
And we know you want equipment
That is just as good as his.

Address

L. J. McMILLIN
525 Board of Trade Bldg.,
Indianapolis, Ind.

SEEDS FOR SALE—WANTED

Directory

Grass and Field Seed Dealers

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA.

McGreer Bros., whse. seed corn our specialty.

CONCORDIA, KANS.

Bowman Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., field and grass seeds.

North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Northrup King & Co., field seeds.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., wholesale field seeds.

SEEDS FOR SALE.

CAN FURNISH limited amount of choice Yellow Dent Seed Corn, high germination test. KINSEY BROS., North Manchester, Ind.

I have received very good results from my ad and will send you some more business when I have seeds to sell.—A. J.

FOR SALE—Any quantity and quality of seed you want to purchase. If you don't find what you want in the "Seeds For Sale" section, advertise for it.

Universal Grain Code

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

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LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, JUNE 10, 1925

NOW IS the accepted time to clean up your elevator thoroly, before the rush of new grain arrives.

NO COUNTRY ELEVATOR man is prepared to serve his farmer patrons satisfactorily today without fast handling legs and modern feedmill equipment.

THE MANY installations of truck dumps in country elevators recently proves conclusively that more farmers are hauling grain to market in trucks than ever.

WHEN you see a car leaking grain in transit, bear in mind you can help the shipper to collect for his loss by sending us the essential facts for free publication in our "Leaking in Transit" column.

ELEVATOR OPERATORS who are struggling with spouts which fail to load cars to the ends are in need of engineering advice and skill. Those who are afflicted with a loading spout which fails to do its work owe it to themselves and their overworked scoop shovels to have the spout arranged so that it will load the largest car to the roof without shoveling. A delighted grain dealer at Colton, S. Dak. writes us, "We have changed our loading spout from a perpendicular position to an incline of 75 degrees. It makes a world of difference in the speed with which we can load a car. What is more, we can shoot oats to the furthestmost ends of any car and load it to capacity without shoveling." That is what every shipper wants, but many of them fail to get.

KNOWING that your scales are in condition to weigh the new crop accurately should be a source of much satisfaction as well as surer profits.

BEFORE you start loading new grain for shipment lay in a bountiful supply of car liners and car cooping material. It is much cheaper to prevent a loss than to try to obtain reimbursement from the railroad.

A FOOT and a leg of an elevator helper were sacrificed to an open corn sheller in the driveway of an elevator at Columbus, Kan., recently. The safeguarding of running machinery would have saved this helper a lifetime of suffering which no money can assuage.

IF YOU can bring yourself to believe one-half the rumors being circulated, Jack Frost, drouth, Hessian fly, and a horde of other destructive agents are doing their best to destroy the wheat crop. But when the final reports are in, North America will as usual be found to have an average supply of good wheat.

THE North Branch Farmers Exchange telegraphed the secretary of agriculture at Washington, the following forceful if vulgar message: "We would be very thankful if you will keep your mouth shut about the intended plantings of the potato acreage for the year 1925." Perhaps some wheat growers have tipped off the honorable secretary to keep his mouth shut about manipulation on the Board of Trade while prices are advancing. Intentions to plant are subject to so many changes that it seems the government could abandon those reports with profit to all.

UNTIL ELEVATOR operators keep a close record of all costs entering into the handling of grain from the farmers wagon to the scale hopper of the terminal elevator, few will credit the high cost of handling their purchases of grain. Some grain buyers have perused the cost figures of competitors which showed a wheat handling cost in excess of 5c per bushel, yet these reckless dealers have gone right out in the street and bid up the market until they had a prospective profit of less than 3c per bushel. Some buyers seem to get personal satisfaction from handling a volume of grain regardless of whether they make a penny profit or not. Why is it?

COLLECTION and distribution of trade information thru journals devoted to an industry is held by the Supreme Court of the United States in the Maple Flooring Manufacturing Ass'n decision to make such activities legitimate. The decision, in fact, announces nothing new. It has always been true that organizations could discuss margins of profit and selling and buying prices so long as there was no agreement to maintain prices, and as long as those not members of the Ass'n were permitted to share the information. The dissent by three of the judges was based upon their opinion that the machinery set up by the industry might be employed in the future to restrain trade, while the majority held in favor of the Ass'n because the activity complained of had not controlled prices or restrained trade. In a later number of the Journal the decision will be reported in full.

STARTING to handle a new crop with wornout belts, half equipped with buckets does not suggest satisfactory service for patrons or a profitable business for the user.

NEW CROP wheat prices were advancing steadily during the month of May and Sec'y Jardine said May 28 "The Board of Trade has a lot of good men in it and I see no reason why outsiders should butt in."

MAY WHEAT in the pit and the wheat in the car are intimately connected by price. To fill contracts at the attractive price created by speculators there was a sudden spurt in the receipts of both winter and spring wheat. From May 22 to May 26 receipts averaged daily ten times what they had been earlier.

PRICE stability is likely to result from the return of the pound sterling to par. When gold moves freely it tends to be exported from a country when commodity prices rise above the world's levels. The corresponding reduction in the credit volume leads to lower prices. When prices in a country fall below the world's level gold is imported, increasing the credit volume and raising prices.

EVER since the war began the public has been keyed to expect something to happen. Contrary to their pessimistic expectations nothing startling is going to happen, only the dull grind of trying to make both ends meet under excessive taxation and high costs of living, forcing the consumer to cut down his outlay, first for shelter, then for clothing and last of all for food. The grain dealers purveying food for the masses can congratulate themselves that they will be doing business in big volume long after the "realtors" are begging "handouts."

FEED CONTRACTS for 1925 of the Eastern States Farmers' Exchange requires the buyer to pay cash at the car door and to give a promissory note in advance for 50 cents per bag on his entire season's supply. The seller is allowed to change the formula of the feeds ordered. One clause shows how one-sided is this contract. It reads "It is expressly agreed that the Exchange shall be subject to no liability on account of any breach by it of this contract except for willful misconduct or bad faith." In other words, the dairyman is made to assume all the hazards on the 50-50 chance that he may be able to buy his feeds a little cheaper than through the regular dealers.

SO MUCH time, strength and energy is wasted in shoveling grain out of flat bottom bins we are at a loss to understand how any far-sighted grain dealer would permit such bottoms to be installed in the new house he intends to operate. Experience with flat bottom bins proves that these bins have a weakness for accumulating sour, broken particles of grain and dirt which are packed in a hard mass because the operator did not take time to go into the dark dusty hole and clean it thoroughly before he started to refill it. The loss of storage space due to hopping is so small that it is not worth bothering about. Give all bins sufficient pitch to be self-cleaning for all kinds of grain, thereby avoiding mixing and insuring against fresh grain of good quality being stored with old stuff of low grade.

WILD OATS according to the new rules promulgated by the Sec'y of Agri. must be graded feed oats, so it behooves oats shippers everywhere to study the rules published elsewhere in this number and be prepared to identify the offending oats whenever offered. Chief Inspector Frank's excellent article on the characteristics of wild oats merits careful study by all oats handlers.

STATE TRADING in foodstuffs is wisely dismissed by the Royal Commission on Food Prices of Great Britain. Right after the war trading in grain by the Government was looked upon with favor by consumers in importing countries who thought the prices might be kept down, and by growers in producing countries who imagined prices might be raised; but the results of Government control in Russia are gradually becoming known to the masses, as leading to non-production and starvation.

THE RESOLUTIONS recently adopted by the Chamber of Commerce of the United States declaring speculation in grain to have been of an illegitimate character, places on the Chamber the burden of defining what is "illegitimate" speculation. The phrases employed in these resolutions such as "intolerable menace," "inordinate speculation," "enormous short selling" serve only the Capper-Tincher demagogues in Congress. Instead of characterizing the trade on the exchanges in such intemperate language the Chamber of Commerce should bend its efforts in a constructive way to have the speculation on the exchanges conform to its ideas of "legitimacy," if the authors of the resolution have any ideas. By adopting extravagant declarations on subjects it does not understand the Chamber casts suspicion on all its resolutions.

SELLING GRAIN on destination terms without limitation as to time and without specification as to the exact destination seldom results satisfactorily to the shipper and often gets the buyer in bad. Long drawn out transactions are never satisfactory to either party to a trade and are always distressing to the shipper who places sufficient confidence in the buyer to enter into such a loose contract. Grain shipped to the larger markets is invariably settled for promptly on the weights and grades of that market, not on the weights and grades of some isolated switch four or five hundred miles away. Shippers who feel constrained to sell on destination terms owe it to themselves to insist upon buyer being specific as to exactly what market terms will control in the final settlement. Too often shipments to one market are rebilled to some far more distant market and the buyer being unable to get prompt returns from the second market is of course in no position to report "destination" weights and grades to the original shipper. The original shipper no doubt would have refused point blank to have shipped his grain to the Second Point subject to the weights and grades of that Point, but he has by selling to a nearby jobber subject to "destination weights and grades" in reality sold his grain on the terms of any of the markets the jobber might see fit to use.

INLAND WATERWAYS promoters in a recent bulletin argue that by reason of the lower Mississippi River service products which formerly were shipped to Baltimore and then by rail clear back to the middle West may now be delivered direct, stating for example that "A product such as corn that is raised in Nebraska or Iowa is sent east by rail for processing into starch and then is subjected to the long return haul for distribution to the consumers in the territory in which the raw material was grown." The fact is that starch is made in Iowa where the tall corn grows. The advocates of waterways lose sight of the fact that nearly all the traffic must originate on the rails; and the points served by the waterways are so few that waterway improvement is of practically no benefit to grain shippers in the country.

No Penalty for Buying Pooled Grain.

The late decision by the Supreme Court of Minnesota, holding that grain buyers are not affected by the state grain pooling laws is both gratifying and timely to dealers who have been threatened with innumerable lawsuits by marketing pools for having either innocently or knowingly bought grain from members of the pools.

If the co-operative marketing law were enforced it would in effect force the grain buyer to keep himself informed as to the names appearing on the membership lists, just as he keeps posted on landlords' and threshers' liens filed for record in some states. If his information as to the roster was unreliable he would be held responsible to the pool, nevertheless, for all grain bought of pool members. To place such a burden on one not a party to the contract is so contrary to all principles of fair play as to make the law invalid as class legislation; but the states and federal government have in recent years been taking "advanced" or "backward" steps in holding that farming is so affected with public interest as to warrant special legislation in its alleged favor. The constitutionality of the second Capper-Tincher law was sustained only because Congress declared the trading in futures was affected with "public interest." As every activity of the citizen is affected with public interest to some small extent, the decision of the Minnesota Court, published elsewhere in this number of the Journal, is welcomed as dispelling all doubts as to special privileges enjoyed by the pool against the grain dealer. The pool has none.

Deprived by this decision of the special privilege of having the assistance of the grain dealer in compelling members to abide by their contracts the pools will find it more difficult than ever to keep members in line.

Many members who were willing to deliver to the pool when they felt sure all other signers had to do so, will now be unwilling to deliver to the pool when they see backsliders hauling to the regular dealer and getting ready cash whenever the market looks high. Every sale by deserters at top prices reduces the average realized by the pool and increases the marginal cost of pool selling.

It may be said that the pool still has a remedy by suit against the member; but he often is an irresponsible tenant with his chattels already plastered with a mortgage and willing to sign any five-year contract because he has nothing to lose, while the grain buyer is a responsible man of means.

Crop Forecasts Undependable.

During the period of growth the condition of the crops changes for better or worse to such an extent as to make earlier forecasts by the government seem worthless.

Last year the U. S. Department of Agriculture on June 9 placed the spring wheat crop at 183,000,000 and the winter wheat crop at 509,000,000. As each monthly report came out the promised yields successively increased until on Oct. 9 the spring wheat crop was placed at 266,000,000 and the winter wheat crop at 589,000,000, a total of 855,000,000 bus., which was 165,000,000 bus. more than the June estimate.

Of course the public is interested in the number of bushels; but not to raise any false hopes the government could dispense with its interpretation of the condition percentage into bushels, and simply state the condition in percentage. The man in the street would know that a condition was subject to change, while he can not conceive of bushels shrinking or swelling as they do under the manipulation or interpretation by the statisticians.

Higher Yield Per Acre Needed.

When a country has about reached the limit of expansion in the area devoted to cultivated crops as in the United States a change must be made in farming methods. Instead of one man spreading his efforts thinly over as large an acreage as possible the endeavor must be to increase the yield per acre by using the press drill, rotating the crops, seed improvement, fertilizing and tile drainage.

The farmer himself must initiate and carry out most of the improved methods, but the grain dealer should be prepared to co-operate with every enterprising and industrious grain grower.

The easiest ways for the dealer to help are in furnishing superior seed and handling fertilizer. One kind of seed may cost only \$1 per acre more yet produce \$5 to \$10 worth of grain more than the poor seed.

That much can be done in this direction is shown by the yields of wheat per acre in other countries. In Great Britain the yield of wheat per acre over a long period of years has been twice what it is in the United States. While the methods followed abroad are not adapted to conditions in the United States, the correct methods for each state have been worked out by the state experiment stations.

What has been done in such older states as Pennsylvania can be done in the West. The yield of wheat near Philadelphia in 1791 was only 8 bus. per acre annually, and it is now more than double that.

F. S. Archibald, director of experimental farms in Canada, told the members of the University Club at Ottawa recently, that a five-bushel per acre increased production of wheat in Canada is possible within the next ten years. It is quite within the realm of possibilities, he said, that within the next 10 to 15 years, science may increase the value of Canada's agricultural products by from 250 to 300 million dollars a year.

Commercial fertilizers often are a profitable investment. The additional plant food supplied should be of a character that makes for grain rather than straw. Phosphoric acid is more generally useful over wide areas in the United States, but each locality has its own needs. Nitrogen or potash applied alone do not seem to increase the yield materially, while the use of both together with phosphoric acid gives a substantial return.

The Railroads Interest in Harbor Development.

No railroad has ever been suspected of contributing to the success of water transportation even though that transportation was in direct competition with it. The handicaps placed by the railroads upon the ambitious navigators of the Mississippi River long since drove most of the steamboat lines into bankruptcy.

The Nickel Plate Railway has long hauled grain and some other freight from Chicago to the seaboard in competition with the transportation lines using the Great Lakes, so it should be easy for any clear minded politician to understand that the Nickel Plate railroad could not be expected to make an earnest effort to develop a harbor which would help to divert freight from its rails to the water lines. Promising to dredge and develop a harbor which is directly antagonistic to its own interests, the Nickel Plate has obtained control of one of Chicago's most promising though only a prospective harbor, known as Calumet Lake.

The Nickel Plate's interest in freight forbids it doing anything to assist in the development of the Harbor or promotion of water transportation. It is ridiculous to expect it to do anything else. Chicago's city council in turning over the development of Calumet Harbor to the Nickel Plate Railway virtually tells the grain shippers of the west that it is not interested in getting farm products to the seacoast at a minimum cost.

Those who understand the Nickel Plate's interest in the matter will watch anxiously for harbor developments which will help to keep down rail rates during the season of navigation.

Fire Protection for Country Elevators.

Thousands of country elevators are located in small towns which are not equipped with fire fighting apparatus so that in case a fire started in or near the elevator on a windy day it is likely to be a heap of ashes in a very short time.

We have reported an unusually large number of destructive elevator fires this year which were traceable direct to exposure and because of the lack of fire extinguishing apparatus the elevator and all of the adjoining buildings were quickly burned.

At Hydro, Okla., the McCafferty elevator was 80 ft. from the elevator in which the fire started. The town had no fire protection, so about all the citizens could do was to run for their lives.

If you have an elevator located in a town without fire protection it is your first duty to yourself to install all kinds of apparatus and devices for preventing fire starting as well as equipment for extinguishing fires in their incipency. Most country elevators are so isolated that it is difficult for volunteer fire fighters to do anything to check the flames, hence it behooves the elevator owner to provide barrels full of calcium chloride solution and plenty of buckets on every floor as well as fire extinguishers containing tetra chlorine so as to increase the chances of the would-be fire fighters accomplishing something.

One grain man whose burning elevator urged him to call for water recently was blandly informed that the nearest water was in the river half a mile away.

Every year we publish news of the extinguishing of many fires through the use of barrels and buckets. Doubtless this means of

extinguishing fires is the simplest, the least expensive and the most effective yet devised, so there is no excuse for any elevator being without this apparatus.

All hand grenades or fire extinguishers are so inexpensive as compared with the great expense of a destructive fire that one must naturally expect every elevator owner whose plant is not located near a paid fire department, to install different kinds of extinguishers at every point of advantage about the plant. Those who really want to save their property from the flames will not hesitate in providing all kinds of effective fire fighting apparatus regardless of the cost.

Unprofitable Customers.

Experts in business analysis who have spent much time struggling with overhead and fixed costs have ferreted out another offender against success in business, and that is the unprofitable customer who haggles over prices and quantities. In fact, has no definite idea on anything, except that he is determined to get everything and give nothing. If he buys seeds, feeds, coal or lumber, he defers payment until he has grain to sell. It does not matter how many good customers are waiting in line, he always drags out his business transaction greatly to the embarrassment of the elevator man and the irritation of the good customers waiting.

The grain merchant who is willing to put up with pests of this character owes it to himself and his good customers to charge the undesirable a much larger profit than is expected from the customers who conduct their business with dispatch, pay cash and go home satisfied. It is essential that every grain merchant who is determined to get his business on a profitable basis make a careful study of the demands of each individual customer and what it costs to handle his business. It may be that some customers are so exacting that the grain merchant would be money ahead to refuse to do business with them.

While the small fry who pursues a hand-to-mouth practice in buying all of his supplies may be a good friend to have in the community, the recommendation of most of this type of buyers is not of much value because it is more likely that his recommendations would bring other small buyers whose business requires careful attention both before and after the goods are delivered.

Sitting up nights making out bills and worrying over slow accounts is never pleasing and generally is quite discouraging. Without doubt the satisfied customer who has a good standing in the community is a valuable asset. The haggling trader who is always disgruntled with everything could not help a merchant much even though he wrote a testimonial a mile long. People who know him would listen with suspicion to anything good he had to say of a merchant.

The study of customers and an intelligent effort to cultivate the desirable will invariably make profits more certain and business more successful. Any merchant who stops to consider the extra time, work and worry taken to handle the business of some customers will readily appreciate the advantage of giving more careful thought to winning the customers who are really desirable and when once their name

gets on the books make an earnest effort to keep it there.

While cultivating the desirable customer is generally the pleasantest as well as the most profitable, antagonizing the knocker is neither pleasant or profitable.

Fire Loss on Stored Grain.

The burning of an elevator at Irvington, Ia., recently resulted in the burning of a large quantity of stored grain. The company operating the elevator was trying to help its customers by giving storage free and in so doing has laid itself open to a claim and suit for damages.

Elevator operators who think they must store grain free for their patrons owe it to themselves, their creditors and their heirs, to post signs about their property and to issue storage receipts denying all liability for loss of grain through fire or other calamity. Several grain owners, including the president of the Association, were heavy losers by this fire, and what is more, the stockholders who own the elevator are likely to be tied up in a long drawn out law suit for damages.

All doubt regarding their liability could have been settled in advance of the fire by posting placards and issuing storage receipts denying any liability caused by fires.

KANSAS CITY grain merchants are urged to persist in their endeavor to have the carriers hauling grain to the city absorb all switching charges on grain hauled in by them to that city. The time has gone by when a railroad company can expect to have all the grain it hauls unloaded at elevators on its own line. Dealers on other lines may be bidding a little more, and the railroad management should resign itself to having the grain unloaded off its own line, in view of the great benefit to the market, as bids may be made freely by buyers with less regard for the road of arrival. As other leading markets enjoy absorption of switching charges by the inbound carrier there is ample precedent for insistence by Kansas City receivers on equal rights. When the present arrangement provides for absorption by either the inbound or outbound carrier the desired change involves no reduction in the revenues of the carriers as a whole. Some of the Kansas City roads have already signified their willingness to absorb the switching charges, and their friendly attitude should be remembered when the needs of the western carriers come up for consideration under the Hoch-Smith resolution.

Whose business philosophy is this?

I—Whoever will be great must render great service.

II—Whoever will find himself at the top must be willing to lose himself at the bottom.

III—The big rewards come to those who travel the second, undemanding mile.

—Bruce Barton.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

How to Fight the Wheat Pool?

Grain Dealers Journal: The so-called "wheat pool" organization has fired its first gun here in this county at a big meeting of all the farmers May 23. Of course, they fell for it, and I would be pleased to receive any information on the success of other pools.—E. R. Snyder, Mt. Carmel, Ill.

Ans.: An accurate, complete analysis of every grain pool in the country, showing their failure to get results expected, was compiled by Professor Jas. E. Boyle of Cornell University and published in full in the Grain Dealers Journal for Sept. 25, 1924. Any grain dealer who will study the Professor's argument and commit the figures to memory will be able to make a convincing speech to any group of farmers.

The only thing the pools promise to do for the farmer is to get him the average price of the year by distributing sales over the entire year. He can do this for himself by making it a practice to sell one-twelfth of his crop every month in the year, and without risking a 5-year contract, or paying the expense of running the pool.

How to Stop Vibration of Machinery?

Grain Dealers Journal: On our operating floor we have four Clipper Cleaners and four Monitor Cleaners. These machines about every half minute start to vibrating in unison and shake the whole building, possibly 10 or 15 minutes at a time.

We have done everything we can to stop this vibration. We have tried setting the counterweights on the eccentric shafts, and every way we know, but we can not stop it.

Our building is of brick construction, and we are afraid of this cracking the walls. Is there any way we can overcome this?—Shultz Seed Co., Olney, Ill.

Ans.: The trouble arises from the moving parts being out of balance, as when correctly put together at the factory there should be no vibration. The Clipper Cleaners are light and the trouble is not likely to be found there. If set correctly the adjustment may have been tampered with after leaving the factory; and it is stated the users have tried resetting the weights on the eccentric shafts on the Monitors.

Each of these cleaners has two eccentrics and two counterbalance weights on the shaft, and the vibration may be due to any one of the eight eccentrics being loose. If one of the eccentrics on one of the machines is loose it will start the other three machines to vibrating in an alarming way.

It has been suggested that all the eccentrics be first examined and tightened. Next that the counterweights be set so as to be on the side of the shaft opposite to the moving parts requiring balancing. This must be done exactly, and is easy when the weights are held by keyways on the shaft. If held in place by set screws more mechanical knowledge is required to place the weights exactly.

Paint for Inside of Bins?

Grain Dealers Journal: In connection with the matter of using cold water paint on the inside of cribbed grain elevator bins we would like to know whether grain dealers have had any experience along this line; that is, painting them and at the same time putting something in the paint that might be objectionable to the bugs such as weevil, etc.

From the information we have gained thus far, we are expecting to use a white cold water paint with three or four coats and in this paint we expect to put in carbolic acid that might make it very objectionable to the bugs. There might, however, be something else that is better we have not heard of. We do not know

that this is going to be exactly satisfactory, but that is the idea we have gained, and we are going to try them out.—Wolff Milling Co.

Ans.: Regarding the matter of using a cold water paint on the inside of cribbed elevator bins, having for its object the destruction of bugs, such as weevil, we would say that nearly all the insecticides are either fugitive or poisonous to human beings, as well as the bugs. Those that are fugitive lose their power when the paint film dries. Those that are not, will have a tendency to communicate their poison to the grain.

We do not think the inside of a grain bin should be painted. If the outside of the bin is well protected, we think this is as much as you can do and endeavor to solve your problem by some other method.

We certainly would not recommend the addition of carbolic acid to any paint, for the reason that the disagreeable odor from this disinfectant will be communicated to the grain.—L. M. Stocking, mgr. paint sales department of Joseph Dixon Crucible Co., Jersey City, N. J.

Capacity of Car?

Grain Dealers Journal: In your valuable paper under date of April 25th, Page 504, you have an article heading "Capacity of Car." The car number in question being T. St. L. & W. 6413 which was partially loaded at one grain elevator in Indiana and a stopover at another elevator in Indiana for completion of loading. The shippers claim that the car was loaded to the roof and the total weight loaded into the car was 69,104 lbs. of oats. The official test weight of the oats is said to be 28½ lbs. per bu. The car in question is said to be 38 feet 10 inches in length, 8 feet 6 inches wide and 8 feet high inside, and the decision seems to be that the shipper's number of bushels could not have been placed in the car in question.

As an old grain shipper for many years, I contend that the quantity of oats even of the light weight shown could have been placed in that car, according to the information given in the article. It is stated that the car was loaded at two different elevators and for example: If say 1,500 bushels had been placed in the car in question at the first elevator, those oats would settle in transit from 5 to 6 inches and would give that much extra loading space between the two elevators. It is admitted that the car was 96 inches high from the floor of the car to top of the plate. Then there is a crowning of the roof in most cars from 9 to 10 inches and that would give an extra height to which the oats could be loaded to give enough space or more than would be required for any less of depth just at the door, and I am satisfied that if the men who loaded those oats into the car would prove their weights being placed in that car that they would win their suit in a court of law, as in my opinion it was absurd to figure the less depth than the top of the plate of the car at the completion of the loading of the oats into this car.

Personally I do not consider that a decision of this kind should go unchallenged as it is a well known fact that in loading oats that the compression of the oats themselves will help to settle considerably in the car and more so while the car is in transit after being partially loaded as this one was.—D. D. Campbell, Winnipeg, Man.

Ans.: The question as to whether this car had been loaded with the full amount claimed depends upon whether the car was in fact loaded with all the oats that could have been jammed into it. By allowing for the space along the walls of the car above the belt rail, and figuring the car as in fact full, the weight could have been gotten into the car, especially if the sides of the car were sprung owing to the pressure of the oats. Practical men can not be convinced that this car was crammed full of oats to the roof. A weighmaster at one of the leading grain markets, who has had long experience, after considering the facts, gives it as his opinion the weight could not have been gotten into the car.

Some years ago the railroads issued an order requiring cars to be loaded to the roof, and to get this order changed one of the Chicago elevator companies instructed the crew at one of its houses where business was not rushing to push the oats back into the ends of the car. A record was made of the labor cost and a bill of expense sent to the railroad company for the extra cost of complying with the or-

der. It is not practicable to load cars to the roof. The man nailing the door needs room to crawl out.

All these speculations as to the weight in this car are open to the objections that they are only estimates.

If the shipper can prove that he loaded into this car a certain number of drafts totaling the claimed amount, he has a good claim against the buyer and the railroad company, irrespective of the measurements of the car or of the outturn weight.

Indiana Dealers Will Cool Off at Michigan City.

The big outing to be held June 25 and 26 by the Indiana Grain Dealers' Ass'n at Michigan City, Ind., will not be burdened with business cares; but for those who need more than entertainment to lure them from home a little flavor of business will be given in an address by C. D. Morris, chairman of the Western Railways Com'te on Public Relations. A. E. Reynolds of Crawfordsville also will make some worth-while remarks.

Northwestern Dealers Will Meet.

Sec'y J. C. Templeton of the Northwestern Grain Dealers Ass'n gives us the following notes on the annual meeting which will be held in Helena, Mont., June 12 and 13:

The address of welcome will be made by the Hon. Sam V. Stewart, ex-governor of Montana and president of the Helena Commercial Club.

W. N. Smith, vice-pres. of the Montana Flour Mills Co., Harlowton, will respond for the Ass'n.

A. H. Bowman, Commissioner of Agriculture, Helena, will address the meeting outlining the requirements of the Department of Agriculture relative to handling grain during the season of 1925.

J. W. Raymond of the Sperry Flour Co., Spokane, will speak on relations existing between the Montana shippers and the receivers on the Pacific Coast.

P. J. Coleman, district manager of the American Railway Ass'n, Minneapolis, will speak on "How the Last Season's Grain Crop Was Moved Without a Single Major Complaint or Shortage of Grain Cars," an "across the table" version of the Joint Terminal Grain Committee's experience last fall and the practical co-operation they received from all agencies.

Charles Quinn, sec'y of the Grain Dealers National Ass'n, will speak on "The Latest Tendency in Farm Legislation."

Geo. K. Labatt, treasurer of the St. Anthony & Dakota Elevator Co., Minneapolis, will address the meeting on "The Grain Trade in General."

George Moran, chief inspector at Great Falls, will talk on "Grades and Proteins."

There will be several other speakers.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

June 12-13. Northwestern Grain Dealers Ass'n at Helena, Montana.

June 18-19. Eastern Federation of Feed Merchants, Martin Hotel, Utica, N. Y.

June 22-23. Wholesale Grass Seed Dealers Ass'n, Chicago, Ill.

June 23-24. Ohio Grain Dealers Ass'n at Toledo, O.

June 25-26.—Indiana Grain Dealers Ass'n, at Michigan City, Ind.

June 25-26. Vermont Grain Dealers' Ass'n, Vermont Hotel, Montpelier, Vt.

July 20-22. Southern Seedsmen's Ass'n at Memphis, Tenn.

July 27. Michigan Hay & Grain Ass'n, at Detroit, Mich.

July 28-30. National Hay Ass'n at Cedar Point, O.

Aug. 20-21. New York State Hay & Grain Dealers Ass'n, at Syracuse, N. Y.

Oct. 12-14. Grain Dealers National Ass'n at Kansas City, Mo.

Oct. 12-14. U. S. Feed Distributors Ass'n, Kansas City, Mo.

Pool Without Recourse Against Dealer Buying Members' Grain

The first decision to be given in any state on the right of an independent dealer to buy grain in violation of the co-operative pooling laws has just been rendered by the Supreme Court of Minnesota. In an opinion filed June 5 the grain dealer is given a free hand to aid, abet and conspire with the grain grower who has tired of his contract with the pool and wants to get out of a bad bargain.

The independent grain buyer, under this decision, need give no thought to the pool when buying grain of any farmer who drives in with a load. After the dealer has the grain in his elevator and paid for the pool can not get the grain nor the proceeds of the sale by any sort of proceeding against the buyer. The pool's recourse is solely against the farmer.

The lower court, not having the validity of the co-operative marketing law before it, gave a decision against the Commander Elevator Co. and A. O. Radke, both of Le Sueur Center, Minn., and in favor of the Minnesota Wheat Growers Co-operative Marketing Ass'n, giving the latter temporary injunctions restraining the purchase of grain from members, liquidated damages and \$500 attorney's fees. In reversing this decision the Supreme Court of Minnesota said:

Plaintiff was incorporated and operates under the Co-operative Marketing Act (Chapter 264, Laws of 1923). The validity of the entire act is attacked. But inasmuch as a decision has lately been filed upholding the law in every particular in so far as it relates to and governs the conduct of those who have become members of such an ass'n [published elsewhere in this number.—Ed.] there remains only Nos. 26 and 27 of the act which are aimed at outsiders who maliciously attempt to induce members to break their contracts with co-operative marketing ass'ns or spread false reports concerning them, and against those who purchase or aid in purchasing products under contract of delivery of such ass'ns. Fairly construed the complaints herein are based solely upon No. 27 of the act which reads:

"Any dealer or prospective purchaser or any person, firm or corporation conducting a warehouse, elevator or other receiving station within this state who solicits or persuades or permits any member of any ass'n organized hereunder to breach his marketing contract with the ass'n by accepting or receiving such member's product for sale or for auction or for display for sale, contrary to the terms of any marketing agreement of which such person or dealer or prospective purchaser or any member of said firm or any active officer or manager of the said corporation has knowledge or notice, shall be liable to the ass'n aggrieved in a civil suit in the penal sum of five hundred (\$500.00) dollars for each such offense; and such ass'n shall be entitled to an injunction against such dealer or prospective purchaser, or such person, firm or corporation to prevent further breaches of such marketing agreement and to prevent a multiplicity of actions thereon. In addition to other relief said warehouseman or other person, firm or corporation so offending, shall pay to the ass'n a reasonable attorney's fee to be fixed by the court and all costs involved in any such litigation or proceeding at law.

"This section is enacted in order to prevent a recurrence or outbreak of violence and to give marketing associations an adequate remedy in the courts against those who encourage violations of co-operative contracts."

The contention is made that the section can be and should be construed as applying to brokers and commission merchants only and not to purchasers of grain, such as these defendants. We think the contention untenable. The plain intent of No. 27 is to reach every one who purchases or aids in disposing of for others than the association products knowing that the same are offered for sale or disposal by a member who is under contract to deliver such products to the association. The reason which impels us to hold the section invalid when applied to purchasers is just as cogent when sought to be applied to brokers or commission merchants, viz., an arbitrary restraint of the liberty of contract.

Where parties voluntarily become members of an association operation under a statute fixing their rights and duties and providing remedies and penalties for breaches or violations they may be held to have agreed to all the terms of the statute, and are not in a favorable position to complain of infringement of the liberty of contract or that the damages

or penalties prescribed in the statute are too drastic.

Non-Members Not a Party to Contract.—But no consent can be imputed to non-members. No contractual relation exists between them (the grain dealers) and the ass'n or its members. Of course, it is well settled that a malicious interference by one not a party to a contract to induce its breach is a tort for which redress may be had. *Canellos v. Zotalis*, 145 Minn. 202; *Bacon v. St. Paul Union Stockyards Co.*, 201 N. W. 326. But No. 27 does not stop with those who maliciously interfere with existing contracts between third parties.

No. 27 makes it an actionable wrong for one who has used no effort, or held out no inducement for a member of a co-operative market ass'n to breach his contract with the ass'n, except this, that he is ready at his usual place of business to buy or handle products that such member may voluntarily bring there for sale or disposal, the same as for an outsider.

The section attempts to prevent all dealings between members of a co-operative marketing ass'n and outsiders in respect to products contracted for by the ass'n, no matter how free from legal malice or devoid of inducements the conduct of the outsiders may have been, provided they knew that the product was under contract. The court in *Sweeney v. Smith*, 167 Fed. 385 (affirmed in 171 Fed. 645) said: "I have been referred to no decisions, and I have found none, in which mere knowledge of an earlier contract was held to be the equivalent of inducement or persuasion or (still less) of fraudulent conduct." On the reargument of *Northern Wisconsin Co-operative Tobacco Pool v. Bekkedal*, 197 N. W. 936, the court modified the injunction so that defendant was permitted to purchase from those members of the plaintiff's ass'n who had voluntarily breached their contract with the plaintiff, thus recognizing the constitutional right of liberty of contract. As No. 27 reads, a purchase from a member who has voluntarily breached his contract with the ass'n is within its condemnation. For when such member without inducement from an outsider brings to the latter's place of business for sale or disposal a commodity which is under contract for delivery to his ass'n he has breached his contract with it and must be held to have so breached it voluntarily.

Beyond Power of Legislature.—It seems clear to us that it is beyond the power of the legislature to make it a tort to purchase, in the ordinary course of a legitimate business, from the true owner a wholesome staple commodity upon which there is no lien and which is not under any ban or regulation because of inherent qualities or use. Liberty of contract is assured by both state and federal constitutions. *Williams v. Evans*, 139 Minn. 32 and cases therein cited. This liberty of contract as said in *Miller v. Wilson*, 236 U. S. 373, "is freedom from arbitrary restraint—not immunity from reasonable regulation to safeguard the public interest—the question is whether the restrictions of the statute have reasonable relation to a proper purpose." The latest utterance on this subject is *Wolff Packing Co. v. Court of Industrial Relations of Kansas*, opinion filed by

United States Supreme Court April 13, 1925. Respondent argues that the marketing of agriculture products is fraught with such public interest as to justify regulation.

Public Interest in Agriculture Does Not Warrant Arbitrary Restraint.—Conceding that to be so, we are nevertheless convinced that the length to which the section mentioned goes it is an arbitrary restraint and not a proper regulation. The last paragraph in the section, intended perhaps to express the legislative purpose, is evidently borrowed from the experience of other states relative to crops not raised to any important extent in this state. But even so we can discover no public interests so affected by the ordinary manner of marketing staple agricultural products that every one except ass'ns formed under this law must be forbidden to purchase or handle the same if offered for sale or disposition, in the usual course of trade, by members of co-operative market ass'ns who have not been solicited so to do by the holding out of questionable inducements.

Law Invades Freedom of Contract.—Entertaining the view that No. 27 clearly invades the freedom of contract guaranteed both by the state and the federal constitution it cannot stand. And since the right of injunction, the damages, and attorney's fees therein provided must necessarily fall with it, there is no necessity to consider whether the remedies are so drastic as, on that account alone, to vitiate the section.

The order in each case must be reversed. Moonan & Moonan, attorneys of Waseca, Minn., ably represented the grain dealers in this suit.

Wheat Situation Less Favorable.

Last year's favorable wheat situation may be somewhat reversed this season, declares the Depart. of Agri. in its June 1 report on the agricultural situation. Instead of a bumper crop in time of world shortage, the report says, we appear to have a poor yield in sight with likelihood of better crops abroad. More than half the winter wheat acreage was abandoned in Washington, Montana, Oregon, New Mexico, and Texas, and nearly a quarter of the acreage in the whole country.

A horse that for twenty-two years and two months traveled the same route for Borden's Farm Products Co., of Chicago, was given a party on his thirtieth birthday and pensioned to a life of hay and oats. Altho the average life of a horse on city streets is but nine years, Grover has drawn a milk wagon more than 40,000 miles and delivered over 12,000,000 quarts of milk and cream. During the five months of 1925, the number of licensed horse-drawn vehicles was 16,993, while in 1924, during the same period, 21,071 were licensed in Chicago; and horse-drawn vehicles now are less than one-tenth of the total. The horse is losing every year, due to the high hourly cost of labor.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for July delivery at the following markets for the past two weeks have been as follows:

JULY WHEAT.													
	May 25.	May 26.	May 27.	May 28.	May 29.	May 30.	June 1.	June 2.	June 3.	June 4.	June 5.	June 6.	June 7.
Chicago	162	163½	163½	165½	163¼	*	160¾	161½	164	168½	168½	169½	166¾
Kansas City	153¾	155	154¼	156¾	155½	*	152¾	152¾	155½	159½	159½	160¾	157¾
St. Louis	159¾	160¾	159¾	162½	160½	*	157¾	158¾	161½	165½	166½	166½	162½
Minneapolis	163¾	164½	164½	166¾	164½	*	158¾	158¾	162½	165½	165¾	167¾	163¾
Duluth (durum)	161½	164½	163¾	165¾	162½	*	157¾	156¾	158½	161½	161½	162	158¾
Winnipeg	181¾	181¾	181¾	179½	179½	178¾	174¾	173	*	178¾	182¼	182¾	180
Milwaukee	161¾	163½	163	165½	163¾	*	161	161	163¾	168¾	168¾	168¾	165¾
JULY CORN.													
	May 25.	May 26.	May 27.	May 28.	May 29.	May 30.	June 1.	June 2.	June 3.	June 4.	June 5.	June 6.	June 7.
Chicago	119¾	118¾	117½	118	118¼	*	115½	115	114¾	117½	116½	116½	115½
Kansas City	112¼	111¼	110	110½	110½	*	108¼	107¼	107¾	110	109¾	109¾	107¾
St. Louis	119	118¾	117	117¼	117¼	*	114¾	113¾	113¾	116½	115½	115½	113¾
Milwaukee	119¾	118¾	117	117½	118½	*	115½	114¾	114¾	117¼	116½	116½	115½
JULY OATS.													
	May 25.	May 26.	May 27.	May 28.	May 29.	May 30.	June 1.	June 2.	June 3.	June 4.	June 5.	June 6.	June 7.
Chicago	47¾	47¾	46¾	48¾	48¾	*	47¾	47½	47¾	49¾	50¾	53¾	56
Kansas City	48¾	47¾	47¾	48	48¾	*	48¾	48¾	48¾	49¾	49¾	49¾	54¾
Minneapolis	48¾	47¾	42¾	44¾	44¾	*	44	43¾	43¾	45¾	46¾	49¾	51¾
Winnipeg	**	58	57¾	58½	58¾	58¾	58¾	58¾	57¾	**	58¾	59¾	60¾
Milwaukee	47¾	47¾	46¾	48¾	48¾	*	47¾	47¾	47¾	49¾	50¾	53¾	56
JULY RYE.													
	May 25.	May 26.	May 27.	May 28.	May 29.	May 30.	June 1.	June 2.	June 3.	June 4.	June 5.	June 6.	June 7.
Chicago	118¾	118¾	118¾	119¾	117¾	*	115½	113¾	115	117¾	118¾	119¾	117
Minneapolis	116¾	118¾	116¾	117¾	114¾	*	113	110¾	112¼	115	116	117¾	114
Duluth	116¾	117¾	116¾	117¾	113¾	*	113¾	110¾	112¼	115	116	117¾	114
Winnipeg	**	123¾	120¾	122	119¾	118¾	117	114¾	**	117¾	120¾	121	117¾
JULY BARLEY.													
	May 25.	May 26.	May 27.	May 28.	May 29.	May 30.	June 1.	June 2.	June 3.	June 4.	June 5.	June 6.	June 7.
Minneapolis	83	83¾	83½	84	82½	*	80	81¾	82	82	82	82	81½
Winnipeg	**	91	90	90¾	90¾	90¾	89¾	89¾	**	89¾	89¾	90½	88½

*Holiday. **No session.

Official Standards for Feed Oats Promulgated

In defiance of the wishes of the grain shippers of the leading oat states the technical experts of the Dept. of Agri. have drafted a lot of hair-splitting rules for inspectors grading oats to guess at. This will necessitate the employment of a number of additional bureaucrats to make the oats business a perplexing trial to the hated middleman, and thereby reduce the net returns to the producers and increase the cost to the consumers. According to the orders just issued by Secy. of Agri. Wm. M. Jardine the standards of quality and condition for feed oats will become effective Sept. 1st. The new rules follow:

Official Grain Standards of the United States for Feed Oats.

For the purposes of the official grain standards of the United States for feed oats:

Section 1. Feed oats shall be any grain which consists of 30 per cent or more but less than 80 per cent of cultivated oats; may contain not more than 25 per cent of other grains; and may contain not more than 10 per cent of foreign material, which 10 per cent may include not more than 5 per cent of fine seeds. Feed oats shall consist of not less than 65 per cent of oats which may include wild oats.

Sec. 2. All determinations shall be upon the basis of the lot of grain as a whole, including foreign material, other grains, and wild oats.

Sec. 3. Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Sec. 4. Percentage of moisture in feed oats shall be ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the U. S. Dept. of Agri., Bureau of Plant Industry, except that the graduated measuring cylinder used shall be that described in Department of Agriculture Bulletin No. 56; or such percentage shall be ascertained by any device and method giving equivalent results.

Sec. 5. Test weight per bushel shall be the test weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated Oct. 30, 1915, issued by the U. S. Dept. of Agri., or as determined by any device and method giving equivalent results.

Note.—Under regulations pursuant to the United States grain standards Act, licensed inspectors are required to state under "Remarks" in all certificates issued by them for feed oats, unless issued for an export shipment, the test weight per bushel in terms of whole and half pounds. For this purpose a fraction of a pound when equal to or greater than a half shall be treated as a half, and when less than a half shall be disregarded.

Sec. 6. Foreign material shall be all matter other than grains and pieces of grains of cultivated oats, except other grains and wild oats, and shall include oat clippings.

Sec. 7. Other grains shall include wheat, corn, rye, barley, emmer, spelt, einkorn, grain sorghums and cultivated buckwheat.

Sec. 8. Heat-damaged grains shall be grains and pieces of grains of cultivated oats, wild oats, or other grains, which have been distinctly discolored or damaged by external heat or as a result of heating caused by fermentation.

Sec. 9. Bleached mixed feed oats shall be mixed feed oats which in whole or in part have been treated by the use of sulphurous acid or other bleaching chemicals. Bleached mixed feed oats shall be graded and designated according to the grade requirements of the standards applicable to such mixed feed oats if they were not bleached, and there shall be added to, and made a part of, the grade designation the word "bleached."

Sec. 10. Weevily mixed feed oats shall be all mixed feed oats which are infested with live weevils or other insects injurious to stored grain. Weevily mixed feed oats shall be graded and designated according to the grade requirements of the standards applicable to such mixed feed oats if they were not weevily, and there shall be added to, and made a part of, the grade designation the word "weevily."

Sec. 11. Grades—All mixed feed oats shall be graded and designated as No. 1, No. 2, No. 3, or sample grade, mixed feed oats, as the case may be, according to the respective requirements thereof as specified in this section.

No. 1 Mixed Feed Oats.

(a) Shall be cool, sweet, and commercially sound, and may be slightly stained;

(b) Shall have a test weight per bushel of at least 32 pounds;

(c) May contain not more than 5 per cent of foreign material, of which not more than 2 per cent may be fine seeds;

(d) May contain not more than 2 per cent of heat-damaged grains; and

(e) May contain not more than 14½ per cent of moisture.

No. 2 Mixed Feed Oats.

(a) Shall be cool, sweet and commercially sound, and may be stained;

(b) Shall have a test weight per bushel of at least 29 pounds;

(c) May contain not more than 7 per cent of foreign material, of which not more than 3 per cent may be fine seeds;

(d) May contain not more than 4 per cent of heat-damaged grains; and

(e) May contain not more than 14½ per cent of moisture.

No. 3 Feed Oats.

(a) Shall be cool, sweet, and commercially sound, and may be badly stained or weathered;

(b) Shall have a test weight per bushel of at least 26 pounds;

(c) Shall contain not less than 30 per cent of cultivated oats;

(d) May contain not more than 6 per cent of foreign material, of which not more than 4 per cent may be fine seeds;

(e) May contain not more than 6 per cent of heat-damaged grains; and

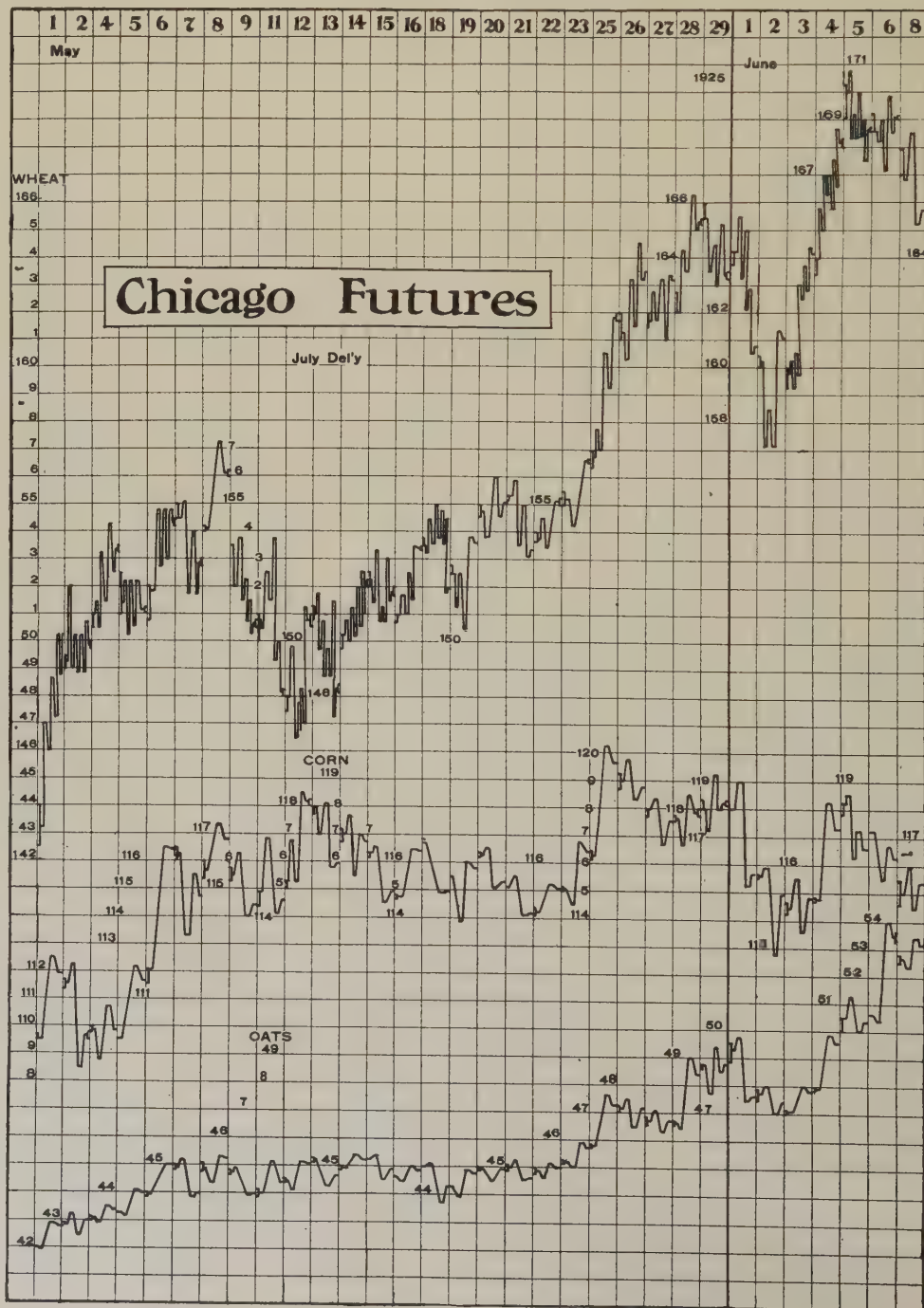
(f) May contain not more than 14½ per cent of moisture.

Sample Grade Feed Oats.

Sample Grade feed oats shall be feed oats which do not come within the requirements of any of the grades of No. 1 to No. 3, inclusive, or which have any commercially objectionable foreign odor, or are musty, sour, heating, hot, or are otherwise of distinctly low quality.

Spring wheat futures are again being traded in on the Duluth Board of Trade.

Losses sustained the first three months of this year by the State Mill & Elevator, Grand Forks, N. Dak., amounted to \$61,540.75, bringing the total to \$698,808.75, according to the industrial commission of that state. It is time some more states were engaging in the milling and elevator business to force down the margins of profit.



How to Recognize Wild Oats

By W. L. Frank, Chief Inspector, Sherman, Tex., Grain & Cotton Exchange

The proposed changes in the federal grades for oats have brought forth many discussions relative to the benefits and disadvantages of the various proposals.

It has been suggested that many persons engaged in oat merchandizing, and possibly some inspectors, may not know how to identify wild oats with certainty. The identification characters are very distinct, and once they are known, there will be no difficulty in recognizing wild oats. The following discussions of identifying characters and the accompanying illustrations will enable even a novice to pick out wild oats from either red or white oats.

Color: As stated in the March 10th issue of the Grain Dealers Journal, page 319, the color of wild oats is variable. The writer has seen wild oats that ranged in color from white, yellow, and pale brown to brown and black. Color, therefore, is not of much use for identification, except in white oats, where most of the wild oats are colored. In a number of representative samples of white oats containing small amounts of wild oats, the proportion of white and colored grains ran from five to twenty colored grains to each white grain. The same relative proportions of white and colored grains obtained in four samples of so-called "mill oats" or wild oats.

Size: Wild oats varies widely in size. The writer has specimens of wild oats which are nearly twice as large as Texas red rust proof oats and in many different sizes and shapes down to the size of small white pin oats. Most of the wild oats in commerce today are smaller than Kershon or sixty-day oats.

Shape: The shape of wild oats varies greatly. However, the wild oat most commonly met with by inspectors and feed dealers is smaller than most white oats, the kernels

usually are slim and the sides are nearly parallel.

Distinguishing Characters: The base of the kernel of a wild oat consists of a structure frequently referred to as a "succor mouth" or "hoof." The central portion is depressed forming a cup-shaped cavity and which is quite easily observed. The border or rim of the cavity usually bears a number of tiny hairs. In some varieties of wild oats the basal hairs may be $\frac{3}{4}$ inch long, but usually they are $\frac{1}{16}$ to $\frac{1}{4}$ inch long. In a few specimens of wild oats no hairs were observed, and some dealers have taken to scouring or clipping their mill oats. Clipping removes many of the beards and some of the basal scars or "succor mouth" structures from wild oats, as well as most of the hairs around the base of the grain.

Awn or Beard and Back Crease: The one best means of identifying wild oats is by the crease in which the awn or beard is borne. Note the way in which the awn or beard is attached; particularly that the upper portion of the back of a wild oat hull is grooved to accommodate the awn or beard. Another characteristic feature of wild oats is the long twisted awn or beard which is very abruptly bent, about mid way. In mill oats and most wild oats which have been threshed, the outer portion of the awn or beard has been broken off. In many cases the entire awn or beard has been removed. The back crease, however, will remain, and serves for identification.

Summary.

- 1st. The presence of crease or groove in the upper back portion of a hull indicates wild oats.
- 2nd. The presence of a twisted and abruptly bent awn or beard indicates wild oats.

3rd. The presence of a distinct "succor mouth" at the base of the kernel in combination with 1 and 2 indicates wild oats.

Conclusions: Wild oats can be recognized by three distinct characters: 1st, crease or groove in back of hull; 2nd, long twisted and abruptly bent awn or beard; and 3rd, by the cup-shaped base of the kernel. Except in the case of kernels which have been broken or mutilated in threshing, cleaning, or handling, all of the three characters will be present. In the case of broken or mutilated kernels, either one or two of the three characters may be depended upon, if they show distinctly the typical characters of wild oats.

Excepting only Burt oats, which may grade either white or red oats—according to color—the characters illustrated show fairly well the typical characteristics of white and red oats.

NOTE: All oats in the above illustrations are awned or bearded. In the absence of beards or awns and of the crease or groove in back of oat hull, wild oats is not indicated. All commercial types of wild oats I have seen are bearded.

In illustration Fig. 1 shows Wild Oats.

- (a) Wild oat kernel showing cup shaped base, also the rachilla on which the secondary kernel was borne. The cleavage of wild oat kernels is characteristic.
- (b) Back view of kernel shown at (a). Note the crease or groove in which the awn or beard is borne.
- (c) Same as (b) except awn or beard has been removed, showing crease or groove.
- (d) Side view showing position of awn or beard and manner of attachment.
- (e) Cross section view.
- (f) Crease or groove in back of wild oat hull.

Fig. 2 shows White Oats.

- (a) Primary and secondary kernels in normal position.
- (b) Front view of primary (large) kernel showing the characteristic small basal scar of cultivated white oats.
- (c) Back view of (b) also showing awn or beard.
- (d) Side view of (b) and (c) showing size and position of awn or beard. Note the absence of a crease or groove.

Fig. 3 shows Red Rust Proof Oats.

- (a) Front view of primary kernel showing basal scar. Note that scar is larger than in white oats, but not as prominent as in wild oats.
- (b) Back view of (a) showing small awn.
- (c) Primary kernel—side view. Note size and position of awn.
- (d) Secondary kernel—side view. Note that the rachilla (stem at base of kernel) is attached to the secondary kernel. This is quite characteristic of red oats as contrasted with either white or wild oats.

NOTE.—Note that the basal scar of red oats is smaller than that of wild oats and larger than that of white oats. The shape of kernel is also quite an important characteristic.

Fig. 4 shows Red, Wild and White Oats.

Note the marked difference in shape of kernel, position and manner of attachment of awn or beard, shape of awn or beard, size and shape of basal scar, and the presence or absence of a crease or groove in the upper back portion of the hull.

Blood-Sucking Bureaucracy.

Speaking before a session of the United States Chamber of Commerce, Secretary Hoover analyzed a condition in the executive departments of the government which has become notorious.

Fourteen bureaus on public works are scattered over nine different departments.

Eight conservation bureaus are in five departments; fourteen merchant marine agencies, in six; six educational agencies, in four; and so on.

Here appears to be an opportunity for a venture in administration leadership which would not disturb business.

An opportunity not only to correct an evil of extravagance and inefficiency but to deal an effective blow to one of the most dangerous tendencies of modern government—that of blood-sucking bureaucracy—is an opportunity the like of which does not come to every statesman.—*St. Louis Post-Dispatch.*



Fig. 2 - White Oats



Fig. 3 - Red Rust Proof



Fig. 1 - Wild Oats



Fig. 4

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ALABAMA.

Dothan, Ala., May 29.—Our corn crops are looking fine in this section of the country, with plenty of moisture. All indications of a bumper crop so far this season.—J. J. Daring.

ARKANSAS.

Little Rock, Ark., June 5.—We need rain badly.—Ed. Stockton, Caple & Stockton.

Newport, Ark., June 8.—General rains thru Arkansas this morning; steady downpour for about 4 hours in Little Rock. Everyone is breathing a sigh of relief, for it's been a regular hot box this past week.—Q.

COLORADO.

Haxtun, Colo.—Crops in this section are very promising so far.—J. B. Ghent, mgr., Haxtun Mill & Elvtr.

IDAHO.

Genesee, Ida., May 21.—Crop conditions look very favorable at present. About three weeks ago we had a heavy rain and now we are having another. Last fall only about 25% of the usual fall seeding was done because of the early winter; the cold weather killed about 10% of this.—Walter A. Thomas.

ILLINOIS.

Harlem, Ill., June 8.—New crop of oats shortened by lack of rain. Rye thin and short.—L. C. Colton.

Thomason, Ill., May 27.—Had heavy frost laying corn to the ground.—E. G. Martindale, agt., Grain Marketing Co.

Springfield, Illinois, June 3.—For the week ending Tuesday, June 2, showers were generally inadequate, wheat and oats being badly in need of moisture in most areas. They are heading short in the central and southern counties. The frost last week covered the north two-thirds of the state and extended into parts of the south third. There was much damage to corn, grapes, berries, tomatoes, potatoes and gardens. The damage to wheat, oats and apples has not been determined. Corn is again coming up but it has been set back. The injury was worse where the crop had been freshly cultivated, but the damage was very unevenly distributed. A considerable amount has been replanted, but much of it was not necessary. Some fly is reported in the southern areas.—Clarence J. Root, meteorologist.

INDIANA.

Emison, Ind., May 21.—Wheat prospects look pretty good.—S. D. Scull, mgr., Emison Grain Co.

Millgrove, Ind., June 8.—Oats are very short and have bad color but are heading. Wheat no good. Corn small but good color and ground in good shape.—Wm. Graves.

Brookston, Ind., June 5.—Practically no rain here since March the 24th. Pasture, meadows and spring sown clover gone. Oats suffering and present prospects for 30% of crop with rain soon. Corn damaged by frost and 20% replanted. Wheat frozen and fired all within ten days; crop cut in two in last two weeks. "Say it with flowers."—Halstead Bros.

KANSAS.

Beeler, Kan., May 25.—Crop about normal.—Moses Bros. Mills, Great Bend.

Australian Takeall, a disease of winter wheat, is prevalent in several central Kansas counties.

Jetmore, Kan., May 21.—Wheat is looking good in this county. Harvest will be early.—A. H. Ling, A. H. Ling Grain Co.

Dillwyn, Kan., May 28.—The fly has done considerable damage and with the winter killed our crop will be less than 50% of 1924 wheat. Corn is slow on account of cold May weather.—H. W. Smith, mgr., Dillwyn Grain & Supply Co.

Wilmore, Kan., June 4.—Wheat needs rain badly here. Hot winds and dry weather have cut the yield greatly the past week. A rain now would be of great benefit in stopping fields from burning and also would help to fill better. Indications now are from 7-10 bus. of wheat per acre. Corn looks fair with some damaged from cut worm. Oats are poor, heading very short.—Jack Bane, Bowersock Mills & Power Co.

MINNESOTA.

Minneapolis, Minn., June 3.—Unseasonable weather has been general thruout the Northwest. The Northern half of Minnesota and all of North Dakota, barring a few spots in the West and Southern parts, have excellent prospects for small grain crops, with the exception of rye. In the Northern territory there is sufficient moisture and the grain has a good stand and color. The Southern half of Minnesota and Eastern South Dakota need moisture very badly. In South Dakota, west of Huron and tributary to the Missouri River, there have been fine rains and the grain is excellent. In Central Montana there has been sufficient moisture and the conditions are good. The rye crop generally thruout the Northwest is the poorest in a number of years. In South Dakota and Southern Minnesota some of it is being plowed up and the fields resown to feed grains. Corn planting is practically completed. In the earlier districts it has a good stand. Flax shows a good condition except in the dry territory, where some it has not as yet germinated. In Eastern South Dakota it is only fair. The Northwest prospects for wheat and small grains are under those of a month ago, due principally to drought in South Dakota, Southern Minnesota and parts of Montana. In North Dakota and the Northern half of Minnesota, conditions as a whole measure well up to those of last year.—W. G. Hudson, The Van Dusen Harrington Co.

MISSOURI.

Elmo, Mo., June 1.—Our wheat is backward in appearances and we need rain. I don't believe there is over 75% of a crop against 95% earlier this year. Oats need rain but look fairly well, have 120% acreage. Corn is about 105% acreage and is doing fine; not much corn replanted, however, not over 5%.—W. M. Adkins, Ed. M. Adkins Grain Co., Dawsonville, Burlington Junction P. O., Mo.

Kansas City, Mo., June 3.—Based on direct interviews with grain men, millers, bankers and salesmen I met in 38 counties the Kansas crop will be between 85-86,000,000 bus. of wheat. This low estimate of below 90,000,000 bus. for Kansas is also figured on basis of the other counties in the state averaging about the same as government report of May 1 or recent correct private reports of about 88-90 million for this state. In the southern part of the state rain must come soon or the crop will be of no value.—James N. Russell, pres., Russell Grain Co.

MONTANA.

Whitetail, Mont., May 29.—Farmers are busy breaking, plowing and seeding flax.—J. M. Larson.

Wheat Basin, Mont., May 25.—The winter wheat acreage in Montana has been decreased to a large extent all over the state where usually raised on account of winter killing and the fields re-seeded to spring wheat, thereby curtailing amount of winter wheat in sight for this season but adding to spring and mixed wheat receipts.—C. W. Knapp, agt., Powers Elvtr. Co.

OHIO.

Stoutsville, O., May 28.—Wheat poor, corn froze, oats look good.—Walter J. Goodman.

Toledo, O., May 29.—Corn refuses to follow wheat. Damage from freezing has not brought in the amount of buying anticipated. It seems to be the general opinion that where replanting is necessary this can be done without any serious delay. It takes about 110 days to mature corn from date of planting. Some varieties require a longer period, but the above estimate is safely within the average. We are bullish on corn and look for it to sell materially higher in the near future regardless of damage and planting delay. Cash basis in Chicago 1c better relative to May. Receipts of corn show some increase. Chicago had 293 cars yesterday with about 200 estimated for today.—C. A. King & Co.

Government Crop Report.

Washington, June 9. — The crop reporting board of the U. S. Dept. of Agriculture makes the following forecasts and estimates:

Crop.	1925. *Acres.	Cond. June 1, 1925.	Fore- cast		†Pro- duction. Har- vested. 1924.
			1925.	1924.	
Winter wheat...	32,813	66.5	407	590	
Spring wheat...	21,181	87.1	254	283	
All wheat.....	53,994	73.2	661	873	
Oats	44,467	79.6	1,295	1,542	
Barley	8,826	83.1	205	188	
Rye	4,184	78.6	53.3	63.4	
Hay, all.....	75,896	78.1	95.8	112	

*000 omitted. †Millions of bus.

SPRING WHEAT (Including Durum).

State.	Acreage, 1925. Acres	Condition June 1, 1925.	Production, in thousands of bu. Forecast		Har- vested. 1924.
			1925.	1924.	
Minn. ..	189	88	92	23,272	34,313
N. D. ...	9,727	85	89	95,081	124,618
S. D. ...	2,482	77	94	21,978	33,018
Mont. ...	2,995	87	88	39,085	40,775
Idaho ...	690	100	92	17,940	12,180
Wash. ...	96	28	87	616	7,946

U. S. 21,181 87.1 90.7 253,729 282,636

OATS.

N. Y. ...	1,031	90	87	34,332	34,056
Penn. ...	1,154	91	90	39,380	37,080
Ohio ...	1,971	81	86	66,255	64,657
Ind. ...	2,138	68	88	55,246	70,034
Ill. ...	4,338	73	89	129,836	163,680
Mich. ...	1,632	78	86	49,645	67,200
Wis. ...	2,564	86	92	94,817	103,600
Minn. ...	4,410	85	93	142,444	193,500
Iowa ...	5,832	82	92	196,072	248,282
Mo. ...	1,700	82	83	43,911	41,745
N. D. ...	2,719	85	89	63,556	93,364
S. D. ...	2,650	74	93	67,654	98,050
Neb. ...	2,652	83	90	73,938	76,136
Kan. ...	1,868	74	79	45,617	39,806
Tex. ...	1,078	52	77	21,189	48,892
Okla. ...	1,411	70	75	32,199	38,880
Mont. ...	754	88	89	21,896	19,854

U. S. 44,467 79.6 88.2 1,295,456 1,541,900

BARLEY.

N. Y. ...	264	94	87	7,437	6,900
Ill. ...	246	87	92	7,170	7,781
Mich. ...	175	77	87	3,818	4,743
Wis. ...	499	84	91	14,832	13,536
Minn. ...	1,051	85	92	24,565	29,248
Iowa ...	202	83	93	5,248	4,710
N. D. ...	1,620	85	89	30,294	35,100
S. D. ...	961	75	93	18,019	22,428
Neb. ...	359	85	90	6,275	6,275
Kan. ...	875	69	83	14,490	11,550
Tex. ...	34	45	76	467	3,220
Okla. ...	131	54	75	2,016	4,675
Colo. ...	425	72	92	8,262	8,160
Calif. ...	1,159	90	80	34,943	10,080

U. S. 8,826 84.1 88.6 204,687 187,875

WINTER WHEAT.

Condition June 1, 1925.	1925. Pct.	1924. Pct.	Production in thousands of bus. Forecast, 1925.		Har- vested, 5-yr. av. 1920- 1924.
			June 1, 1925.	From June 1, 1925.	
N. Y. ...	83	86	7,186	7,234	6,588
Penn. ...	86	87	21,333	21,085	19,850
Md. ...	88	86	9,198	9,148	8,532
Va. ...	82	87	9,350	9,269	9,628
Ohio ...	54	83	19,408	22,600	37,313
Ind. ...	64	80	23,354	26,285	31,365
Ill. ...	68	78	37,705	44,940	34,251
Mich. ...	75	80	14,656	15,670	19,888
Iowa ...	73	84	7,325	7,948	8,078
Mo. ...	76	77	28,465	30,865	24,589
Neb. ...	64	80	33,738	37,939	54,433
Kan. ...	59	73	83,909	95,997	153,644
Ky. ...	72	80	6,136	5,853	4,340
Tex. ...	42	74	4,708	4,102	25,826
Okla. ...	53	76	26,558	27,789	54,874
Mont. ...	55	78	2,467	2,846	10,893
Colo. ...	60	84	14,638	20,846	15,974
Idaho ...	90	90	6,372	5,544	5,648
Wash. ...	80	84	9,384	8,559	19,354
Ore. ...	90	90	6,610	5,630	13,035
Calif. ...	88	78	10,465	10,587	4,770

U. S. 66.5 79.7 407,156 444,833 590,037 591,957

RYE.

Penn. ...	90	92	3,397	3,453	3,264	3,367
Ind. ...	76	89	3,026	3,402	3,682	3,988
Ill. ...	80	90	2,232	2,442	2,580	3,282
Mich. ...	80	87	4,454	4,875	6,006	8,191
Wis. ...	76	89	3,838	4,056	5,457	5,773
Minn. ...	73	87	8,012	9,109	11,780	13,205
N. D. ...	76	84	12,013	13,810	13,860	14,621
S. D. ...	68	89	2,414	3,069	2,956	4,277
Neb. ...	86	89	1,995	2,094	1,914	1,868
Mont. ...	84	89	2,132	2,030	1,750	1,719

U. S. 78.6 87.6 53,317 57,968 63,446 70,410

Durum Wheat acreage this year in Minnesota, the Dakotas and Montana is estimated at 4,670,000 or 27.3% of the total of 17,093,000 acres of spring wheat in the four states. This compares with 4,202,000 acres of durum or 28.0% of the total spring wheat in these states in 1924, and an average of 4,995,000 acres of durum or 30.3% of the total spring wheat in these states for the five years, 1920-1924.

TEXAS.

Cleburne, Tex., May 23.—Grain crop in this section is very short this year.—X.

Gatesville, Tex., June 4.—No small grain; total failure. May have some corn but must have rain at once. Cotton late. We will have to ship all of our grain feed into this country. No grain elevtr. here now.—J. G. Smith, J. G. Smith Grain Co., Box 581.

Wills Point, Tex., May 29.—Oats looked as tho they would die out last of April but the rains that have come since have caused the growth of a second crop under the thin, spindling tops of the first stand and now it looks as tho we would have a crop after all.—W. H. Wingo.

Cromwell's Crop Summary.

Chicago, Ill., June 1.—All possible sources of information as of June 1 indicate a probable crop of 413,288,000 bus. winter wheat, compared with our estimate last month of 454,000,000. The crop harvested in 1924 was 590,000,000.

Recent freezes damaged the crop over parts of six states. In central and northern Illinois, Indiana and Ohio numerous fields were almost completely destroyed. The plants were sappest just above the upper joints. They froze hard at those points and were completely killed. The heads will be empty. Adjacent to the above states, east, north and west, over a wide territory, the damage was less severe and hence less apparent. Red wheat is likely to be a scarce article. The smallest crop in twenty years was 399,900,000 bus. in 1912.

The spring wheat acreage this year is forecasted at 20,465,000. The condition is 90.8% of normal, forecasting a crop of 249,573,000 bus. Conditions are good in the Pacific Northwest on around 3,000,000 acres and in the northern part of the near Northwest where acreage is largest. Elsewhere the promise is only fair. The lack of subsoil moisture in sections is not fully apparent.

Rye condition 83.8% of normal indicates a production of 56,900,000 bus., compared with 58,200,000, our last estimate.

Oats condition, 85.8%. Acreage planted, 45,348,000. We expect an official acreage figure of around 44,500,000. On account of freezes and of failure of rainfall to materialize sooner in the central and southern belts, probably not more than the latter figure will be harvested. Our reports suggested a possible production nine days ago of 1,391,000,000 bus. At present we believe the figure should be reduced over 100,000,000 bus.

Barley condition, 89%. Acreage, 8,820,000, compared with 7,086,000 last year. Probable production, 209,000,000 bus. Since our reports were received, however, the crop has deteriorated considerably in sections.—Lamson Bros. & Co.

Murray's Crop Report.

Chicago, Ill., June 4.—Our forecast for winter wheat is 424,000,000 bus. The stand is thin and spindling. The decline is most pronounced in the central latitude of the wheat area extending from Ohio to Colorado; this area suffered from severe frost in April. Hessian fly is prevalent in southern Illinois, Kansas and Nebraska; root rot, or "Take-All" in Illinois and Kansas. The condition of the crop in the last week of May is estimated 69.3% of normal. A month ago we reported the condition 75.6%.

The yield per acre forecast is 12.9 bus., the smallest since 1904.

An increase of 15.1% over last year's spring wheat acreage is indicated by correspondents' estimates, making a total of 20,457,000 acres. In the spring the government reported acreage increase of 13.9%. Acreage was augmented by seeding of abandoned winter wheat to spring wheat and by favorable spring for field work. Altho this is a considerable increase over last year's acreage, it falls short of the large wartime acreage of 25,200,000 acres in 1919.

The condition of spring wheat in the last week of May was 91.1% of normal, compared with a 10-year average of 90.7%. On the government basis of pars a condition of 91.1% forecasts about 12.4 bus. per acre, which compares with a yield of 15.9 last year and an average of 12.2 for the preceding 10 years. The production forecast is 254,087,000 bus., which compares with the large crop of 282,636,000 last year and an average for the preceding five years of 230,153,000 bus. On June 1 and 2 prac-

tically the entire spring area received fairly generous rains, which were much needed, so at present the crop may be regarded as progressing favorably.

Present prospects indicate a total wheat crop of 678,099,000 bus., which compares with 872,673,000 last year and an average for the preceding five years of 856,178,000. This is the smallest production in the United States since 1917, when it was only 636,318,000 bus., and is close to our present domestic consumption of 678,000,000 bus.

The acreage seeded to oats increased 4.4% and totals 44,325,000 acres. This is the largest acreage on record with the exception of 45,495,000 in 1921. The condition of the growing crop has been adversely affected by deficient rainfall, reporters indicating a condition of 82.8, which compares with a ten-year average of 88.2. This year's June 1 condition is the lowest since 1907. It forecasts a yield per acre of 30.3 bus. and a production of 1,342,452,000, which compared with last year's yield of 36.3 bus. per acre and a total crop of 1,541,900,000 bus.

Rye prospects declined materially during May in the important producing areas of Minnesota and the Dakotas, the condition dropping to 77.9 from 86.8 a month ago. Present condition forecasts a yield per acre of 12.7 bus. and a total of 53,035,000, which compares with last year's yield of 15.2 bus. per acre and production of 63,446,000 bus.—Nat C. Murray, statistician, Clement, Curtis & Co.

Course in Elevator Management at Illinois University.

A five-days' course of study in elevator management is offered by the University of Illinois at Urbana June 16 to 20.

The course will be open to officers and owners of country elevators, present and prospective elevator managers and their assistants, agricultural high school teachers, county agents, and others. No fee will be required.

The lectures will include the following subjects:

"Grain Elevator Accounting," C. F. Schlatter.
"Wheat Grading," H. A. Rhoades and Philip Rothrock.
"Corn Grading," H. A. Rhoades.
"Oats Grading," Philip Rothrock.
"Official Grain Inspections," F. G. Smith.
"Motive Power," Ray I. Shawl.
"Finance," Geo. R. Wicker.
"Hedging," J. M. Mehl.
"Trends in Grain Prices," L. J. Norton.
"Grain Futures Administration," J. W. T. Duvel.
"Grain Mixing and Conditioning," Philip Rothrock.
"Forecasting Crop Yields," W. F. Callander.
"World Trade in Grain," O. C. Stine.
"Leading Problems of Grain Elevators," V. Vaniman.

Inspection trips will be made to fanning mill, grain drying plant, gas engine laboratory, and baking laboratory.

Evenings will be free for round table discussions and recreation.

Those who contemplate attending will be sent registration blanks on application to Dean H. W. Mumford, College of Agriculture, Urbana, Ill.

From Abroad.

The Peruvian authorities have temporarily prohibited the exportation of rice.

Northern Australia's mice crop is again commanding headline attention. Grain stacks have been mutilated to the extent of requiring re-bagging.

The indications are that it will be several years at least before Rumania regains the rank among wheat exporting countries held by that country before the war. In spite of the fact that the area sown to wheat has increased steadily since 1919, the average yield per acre has dropped. Unfavorable weather conditions last year with the resultant poor yield seemed likely to place Rumania among the wheat importing countries. For a month or more, the press of Bucharest and other large cities have reported dwindling stocks of wheat, the danger of a shortage of bread for the capital, and the imminent necessity to import. Commercial Attache Louis Van Norman of Bucharest reports that on a recent trip to the ports of Constantza, Galatz, and Braila, there appeared to be an almost complete stagnation in the milling and trading in grain, and it seemed as if Rumania was already importing. There

were reports that large orders for wheat had been placed, and some of the grain had been received.

Carrier's Failure to Deliver Constitutes Negligence Extending Time Limit for Claim.

Failure of the consignees, Scott Bros., to file claim within 4 months was used as a pretext by the American Railway Express Co. to refuse payment of claim for a case of shoes lost in transit.

As prescribed by the Interstate Commerce Commission the express receipt required claim to be made within four months after a reasonable time for delivery has elapsed.

The lower court gave the consignees judgment for \$57 and this was affirmed by the Supreme Court of North Carolina Apr. 1, 1925, saying:

Does a negligent loss in transit come within the exception "damaged in transit by carelessness or negligence," rendering it unnecessary, as a condition precedent to recovery, to file a written notice of claim with the originating or delivering carrier within four months after a reasonable time for delivery has elapsed? We think the question must be answered in the affirmative.

It is the position of the plaintiff, and such was adopted by the court below, that these words are sufficiently comprehensive to include, and were intended to include, a total loss in transit occasioned by carelessness or negligence as well as partial loss by damage in transit from carelessness or negligence. The defendant takes a contrary view. It says the exception applies, not to loss in transit, but to damage in transit; that loss and damage are not synonymous.

It is suggested that there may be a valid reason for requiring notice of claim to be filed in case of total loss, which does not exist in case of damage in transit by carelessness or negligence, in that the carrier has notice of the damaged condition of the goods while in its possession and at the time of delivery and might not have such notice of a total loss of a shipment in transit. This argument would seem to be without special merit, because it is a matter of common knowledge that all carriers, issuing bills of lading and express receipts, keep records of shipments made over their lines; and, from such records, information of non-delivery is just as easily had as notice of negligent injury or damage in transit. There can be no difference in principle, as regards the duty to exercise diligence, between the loss in transit of a part or all of a shipment of goods, and damage in transit by some negligent act of the carrier, resulting in the partial or total loss of said shipment.—127 S. E. Rep. 252.



L. O. Street, Woodward, Okla.
Pres. Oklahoma Grain Dealers Ass'n.

Grain Movement

Jetmore, Kan., May 21.—Expect to ship new wheat in June.—A. H. Ling.

Wortham, Tex., May 24.—Local consumption will absorb total production.—X.

Whitetail, Mont., May 29.—Not much grain moving here at this time.—J. M. Larson.

Stoutsville, O., May 28.—Not very much corn or wheat in this territory.—Walter J. Goodman.

Beeler, Kan., May 25.—Decided improvement in movement of wheat.—Moses Bros. Mills, Great Bend.

Frederick, Okla., June 3.—We will be receiving new wheat in a short time.—D. H. Sims, Northwestern Elvtr. Co.

Laurel, Ia., May 24.—No grain moving and there is very little to move.—Jess Lukehart, mgr., Farmers Elvtr. Co.

Harlem, Ill., June 8.—Many oats stored on farms yet; rye practically all sold; some ear corn in country.—L. W. Colton.

Imports of Canadian wheat for consumption in the United States, duty paid, are practically nil, having been 275,000 bus. since July 1, 1924; against 14,270,000 bus. during the 11 mos., July 1 to June 1, 1924.

Genesee, Ida., May 21.—Farmers around here are turning down offers to contract the new crop for \$1.25 per bushel. The highest price paid here for wheat was \$2.05, this for marquis to be sold as seed.—Walter A. Thomas.

Sault Ste. Marie, Mich.—Grain and flour shipments last month were considerably lighter than in May, 1924. Nearly 1,500,000 brls. of flour passed in May last year and only 393,670 brls. last month. Wheat shipments dropped from 37,034,357 bu. to 9,604,235 bu., and other grain from 23,388,889 to 19,557,920 bu.

Barley Movement in May.

Receipts and shipments of barley at the various markets during May, as compared with May 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	12	40	6	3
San Francisco, tons	25,123	15,691		
Baltimore, bus.	258,523	24,932	186,501	24,934
Chicago, bus.	382,000	557,000	211,000	289,000
Cincinnati, bus.		1,400		
Duluth, bus.	520,457	121,130	483,333	275,622
Ft. William, bus.		1,384,809		2,151,285
Kans. City, bus.	33,000	102,000	10,400	85,800
Milwaukee, bus.	743,540	604,920	132,380	189,460
Minneapolis, bus.	888,590	682,700	1,250,610	813,550
Montreal, bus.		959,870		405,974
New York, bus.	2,769,900	567,800	2,009,000	259,000
Omaha, bus.	19,200	40,000	17,600	16,000
Peoria, bus.		39,200		32,200
Phila., bus.	342,950	16,731	354,687	16,731
St. Joseph, bus.	3,500	5,250	3,500	5,250
St. Louis, bus.		40,000		14,900
Superior, bus.	474,147	117,819	402,283	260,515
Toledo, bus.	1,200			
Wichita, bus.	3,600	13,200	1,200	13,200

Corn Movement in May.

Receipts and shipments of corn at the various markets during May, as compared with May 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	179	240	204	55
San Francisco, tons	1,295	1,760		
Baltimore, bus.	57,496	223,776		159,155
Chicago, bus.	3,615,000	5,018,000	2,535,000	3,035,000
Cincinnati, bus.		489,400		354,200
Duluth, bus.	42,853	483,017	162,962	4,271,386
Indianapolis, bus.		1,594,000		920,000
Kans. City, bus.	1,067,500	1,495,000	1,721,250	1,626,250
Milwaukee, bus.	264,920	483,900	638,505	1,183,750
Minneapolis, bus.		449,200		493,040
Montreal, bus.		251,189		1,505
New York, bus.	109,200	750,000		499,000
New Orleans, bus.		423,854		270,784
Omaha, bus.	957,600	1,331,400	1,226,400	2,178,400
Peoria, bus.		1,077,650		489,000
Phila., bus.	20,319	38,905	42,857	
St. Joseph, bus.	693,000	841,500	628,500	829,500
St. Louis, bus.	163	3,077,200		1,857,850
Superior, bus.	48,850	216,819	155,156	2,676,370
Toledo, bus.	166,250	387,500	95,730	151,305
Wichita, bus.	163,200	368,400	128,400	84,000

Vancouver, B. C., June 1.—Even with the season closing the bookings for grain this month are 670,634 bus. So far 23,914,163 bus. have already been exported this season and 2,849,930 bus. are now in store, 50,000 bus. of which are not wheat.

A new wheat grading system to be installed thruout the elevators of Pratt County, Kans., is being attempted by E. A. Stokdyk, grain marketing specialist of the Kansas State Agricultural College, whereby protein content rather than weight would be the medium. However, dealers can not afford to ignore the test weight and grade of wheat shipped to a terminal market.

Rye Movement in May.

Receipts and shipments of rye at the various markets during May, as compared with May 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	1			
San Francisco, tons		1,193		
Baltimore, bus.	18,441	67,134	1,387,952	120,086
Chicago, bus.	2,663,000	99,000	1,470,000	83,000
Cincinnati, bus.		8,400		4,200
Duluth, bus.	1,609,189	1,717,936	3,991,988	2,878,699
Ft. William, bus.		566,945		1,002,692
Indianapolis, bus.		21,000		11,000
Kans. City, bus.	3,300	7,700	8,800	14,300
Milwaukee, bus.	72,165	33,960	597,000	38,028
Minneapolis, bus.		250,150		432,350
Montreal, bus.		1,237,936		937,915
New York, bus.	512,000	901,500	386,000	905,000
New Orleans, bus.		17,143		85,714
Omaha, bus.	28,000	30,800	96,600	49,000
Peoria, bus.		3,600		10,200
Phila., bus.	287,045	372,246	282,271	450,436
St. Louis, bus.		7,800		9,110
Superior, bus.	874,636	1,225,712	1,717,008	2,122,286
Toledo, bus.	16,800	267,000	1,780	262,270

Oats Movement in May.

Receipts and shipments of oats at the various markets during May, as compared with May 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	174	84	43	31
San Francisco, tons	932	567		
Baltimore, bus.	353,085	359,613	225,871	89,731
Chicago, bus.	2,838,000	4,545,000	5,482,000	4,563,000
Cincinnati, bus.		526,000		178,000
Duluth, bus.	164,917	327,663	3,961,743	1,318,938
Ft. William, bus.		587,778		9,628,818
Indianapolis, bus.		688,000		734,000
Kans. City, bus.	401,200	453,900	463,500	334,500
Milwaukee, bus.	1,108,350	578,600	742,302	1,493,610
Minneapolis, bus.		1,676,830		795,180
Montreal, bus.		3,310,712		1,480,608
New York, bus.	4,373,300	1,704,000	3,667,000	1,277,000
New Orleans, bus.		25,445		81,645
Omaha, bus.	933,000	1,194,000	1,328,000	1,584,000
Peoria, bus.		815,900		653,950
Phila., bus.	1,867,154	360,550	1,639,195	113,397
St. Joseph, bus.	82,000	110,000		58,000
St. Louis, bus.		3,420,000		2,544,590
Superior, bus.	147,640	319,506	2,787,264	812,225
Toledo, bus.	1,136,050	325,950	622,185	80,675
Wichita, bus.	75,000	29,400	75,000	29,400

Wheat Movement in May.

Receipts and shipments of wheat at the various markets during May, as compared with May 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Ft. Worth, cars	242	253	312	206
San Francisco, tons	6,236	10,813		
Baltimore, bus.	757,214	2,809,346	851,427	2,494,033
Chicago, bus.	3,249,000	1,245,000	1,386,000	2,918,000
Cincinnati, bus.		456,800		341,600
Duluth, bus.	4,927,432	1,757,750	8,598,226	3,866,589
Ft. William, bus.		14,352,251		28,758,446
Galveston, bus.			570,470	27,500
Indianapolis, bus.		198,000		89,000
Kans. City, bus.	2,326,050	2,636,550	2,124,900	2,891,700
Milwaukee, bus.	107,880	57,400	143,276	284,300
Minneapolis, bus.		3,378,390		4,913,140
Montreal, bus.		20,889,562		7,099,272
New York, bus.	5,706,200	10,834,200	4,753,000	8,418,000
New Orleans, bus.		273,600		2,513,138
Omaha, bus.	1,075,200	1,645,000	1,064,000	1,062,600
Peoria, bus.		107,400		77,400
Phila., bus.	2,916,853	3,239,923	2,884,200	3,373,071
St. Joseph, bus.	638,400	884,800	238,000	211,400
St. Louis, bus.		1,730,550		1,471,260
Superior, bus.	3,190,208	813,788	4,332,759	1,550,501
Toledo, bus.	488,800	1,252,600	289,845	592,335
Wichita, bus.	574,000	693,000	418,800	504,840

Volume and Open Trades on Chicago Board.

Revised figures showing the daily volume of trading in grain futures on the Board of Trade of Chicago during the month of May, 1925, together with monthly totals for all "contract markets" as reported by the Grain Futures Administration of the U. S. Department of Agriculture. The figures listed represent sales only, there being an equal volume of purchases (expressed in thousand bushels, i.e., 000 omitted):

Date, May	Wheat	Corn	Oats	Rye	Total
1	88,814	24,968	12,903	2,265	128,950
2	41,467	18,914	6,522	1,645	68,548
3	62,031	14,492	4,340	3,068	83,931
4	45,424	20,261	6,322	1,763	73,770
5	59,454	33,286	7,405	2,128	102,273
6	46,691	25,624	6,569	1,583	80,467
7	55,031	23,869	5,481	1,657	86,038
8	46,877	14,695	4,556	1,423	67,551
9	59,273	17,152	4,125	1,465	82,015
10	53,223	25,028	5,082	1,559	84,892
11	45,644	20,246	3,648	968	70,506
12	46,539	17,895	4,012	1,506	69,952
13	43,186	15,756	3,777	1,279	63,938
14	25,516	8,810	1,720	1,893	35,939
15	45,426	12,344	4,077	963	62,810
16	44,949	17,253	3,722	1,119	67,043
17	43,728	11,119	2,995	673	58,515
18	41,798	10,984	2,735	810	56,327
19	39,376	7,890	4,009	1,735	53,010
20	34,198	10,121	5,480	723	50,522
21	92,245	38,901	10,392	2,806	144,344
22	80,342	25,229	5,878	3,168	114,617
23	61,316	19,682	4,484	1,722	87,204
24	79,576	21,604	10,344	1,953	113,477
25	67,161	21,356	7,755	1,880	98,152

Total Bd. of Trade. 1,347,285 477,479 138,333 41,754 2,004,851
Total all markets. 1,508,037 510,295 154,091 48,149 2,225,450
Total all markets year ago 373,876 287,994 41,662 24,869 730,240

OPEN CONTRACTS.

"Open contracts" in futures on the Chicago Board of Trade for May ("short" side of contracts only, there being an equal volume open on the "long" side) in bushels (000 omitted):

Date, May	Wheat	Corn	Oats	Rye	Total
1	84,878	56,995	48,371*	13,172*	203,416*
2	84,141	55,468	47,513	12,664	199,786
3	85,740	55,094	47,409	12,983	201,226
4	86,035	54,777	47,841	12,537	201,190
5	82,993	53,768	46,955	12,361	196,077
6	82,762†	54,182	46,302	12,308	193,554
7	83,741	53,739	45,219	11,859	194,558
8	83,328	54,075	44,244	11,823	193,470
9	86,733	54,511	44,390	11,742	197,376
10	86,638	54,438	44,681	11,750	197,507
11	85,710	54,196	43,867	11,760	195,533
12	86,498	53,469	43,087	11,424	194,478
13	86,598	52,445	42,703	11,420	193,166
14	86,573	52,389†	42,289	9,836	191,086
15	86,506	52,681	42,130	9,406	190,723
16	87,162	53,352	41,542	9,114	191,170
17	84,317	53,271	41,333	8,584	187,505†
18	89,192	52,949	41,259	8,439	191,839
19	90,093	53,355	40,551	8,330	192,329
20	90,471	54,125	40,450	8,063	193,109
21	89,551	55,047	37,929	7,517	190,054
22	90,915	55,502	37,845	7,389	191,651
23	92,732	55,955	37,886	7,333	193,906
24	96,987*	57,651	37,892	6,999	199,529
25	96,771	58,492*	37,813†	6,941†	200,

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Why One Shipper Goes Around the Terminal Markets.

Grain Dealers Journal: I have noticed upon several occasions that you have published accounts of the expensive experiences of country elevator men who attempted to do business direct with interior buyers. No doubt many shippers have been very fortunate in selecting their prospective customers and have taken heavy losses where they expected a good gain. Since the days of that much lamented "Friend of the country elevator operator," the U. S. Grain Corporation, the interior shippers have been doing more and more business direct with the interior buyers. I knew of one Iowa firm which shipped five cars of oats open to a Tennessee broker and got nothing in return, but that is an extreme case of carelessness.

I have always been careful to select interior mills and jobbers of standing, and while I may be lucky, I am glad to say that I have not yet suffered a serious loss or had any expensive difference with the buyers. I sell many car loads of "corn, cool and sweet," and avoid the expense of federal supervision, moisture tests and weights, and a hoard of other useless services and invariably I am able to realize a living profit on every car load shipped. I admit that I occasionally have some misgivings regarding the probable outcome of shipments to interior points, but the expense of marketing grain through the complicated machinery of the terminal markets has driven me to it.

All of the markets to which I am tributary are served by a state grain inspection department whose inspectors are licensed by the federal government and whose work is supervised and watched by a lot of federal employes, and in my most popular market the weighing is supervised by still another agency. Then occasionally in some markets I receive discouraging bills for switching and demurrage but never at an interior point.

Every dealer whose working capital demands that he exercise caution would greatly prefer to do business through a terminal market and with members of organized exchanges, but the differences, the disputes, the shortages and the discounts are so much heavier in the terminal markets that I for one have found it far more profitable to market most of my shipments at interior points.—J. Z. Maier.

Replanting Frosted Corn.

The growers whose corn has been damaged by frost are receiving contradictory advice as to whether or not to replant.

If the corn is abandoned and the acreage replanted to corn the stand certainly will be better than that which was frost bitten.

C. F. Hottes, consulting plant physiologist of the University of Illinois, states that corn frozen to the ground should be replanted. If let grow the stand will be poor and yield likely to be low.

Frank I. Mann of Gilman claims the bud is below the ground and will grow. In 1894 he had corn frozen to the ground on June 3 that he let grow and got a crop.

James Kane, a farmer living near Crescent, Ill., states that about 39 years ago when he was living in the vicinity of Ashkum he had 60 acres of corn standing about three or four inches high which was cut down by the frost; that there was a great deal of dispute between agricultural men as to what was best thing to do, and as it is today, few men had gone through such an experience except those who were farmers in Illinois in 1859.

He says he plowed up and replanted forty acres of this field and let twenty acres stand; that in a week or ten days the twenty acres began again to grow and that by the end of August he could not see any difference between the two fields, but when he came to husk the corn the portion of the field which he replanted contained nearly twice as much corn per acre as the frost-bitten portion of the field which he did not replant.

A brief, filed with the Nebraska Supreme Court attacking the right of the Nebraska Wheat Growers' Ass'n to enforce its contracts with growers, alleges provisions of their contract, provides for penalizing violators marketing thru other channels—it being unlawful to enter any grain pooling agreement whatsoever. Butler & James and J. F. Ratcliff of Furnas County, attorneys for wheat growers who are being sued for violation of their marketing contract with the ass'n, are the authors of the complaint.

Clearing House for Chicago Board.

Secretary of Agriculture Jardine looks with favor upon the establishment of a clearing house for grain future transactions on the Chicago Board of Trade.

Chicago now has a clearing house, but its working is antiquated and cumbersome. It ties up a lot of capital of the brokers, without benefiting the customers.

The thought of the Secretary and of the officers of the Board is that the new clearing house plan if adopted might make trading safer in markets having a wide daily range. Another thought is that by requiring larger margins in exciting times overtrading might be prevented on the part of the enthusiastic public.

The Depressing Influence of Duplicate Offers.

BY TRAVELER.

Recently I was accosted by a kafir corn specialist in one of our leading terminal markets with the interrogation, "Who the devil is this Jump Around Grain Co.?" Here I have a long wire asking, "What is the best you can get for three cars of No. 1 kafir?" Never having received any business from this company, I went about to find out Who they were and What was their method of doing business and I soon learned that four other firms had received the same telegram. In other words, at least fifteen cars of kafir were virtually offered on our market instead of three. To my way of thinking that is a very unwise procedure on the part of any one who has grain to sell.

Duplicating offers multiplies the apparent supply of seed and thereby depresses the market value of the seed. I am fully convinced that no seller who is anxious to move a slow product can afford to multiply the size of his offerings by five, and yet that would have been the actual effect on the market unless the recipients of the telegrams had communicated with one another and learned that the three cars being offered them was also being offered to four others.

If shippers who have three cars of kafir to offer would wire a favorite receiver in whom they have confidence, that they have one to sell and might be able to deliver more, it would not work to his own disadvantage. It would be easy to understand that a better price could be obtained in any market where in addition to the regular offerings one firm is offering one car than if five firms were offering three cars each in the effort to sell the holdings of one shipper.

If you have not sufficient confidence in the receiver selected to sell the seed, don't communicate with him. Get some firm which is right and entrust it with the selling of the seed in the market selected.

Entrusting five agents with the sale of the same commodity will invariably depress the market to the disadvantage of the seller. The psychological influence of offerings being multiplied by five is bad even though no sales are effected. This quintuple offering of kafir seed is almost as ridiculous as the action of the government during the war in sending out eight buyers to bid against one another for automobile trucks.

At no time was the government in any fear of being unable to buy all the trucks needed, but needless to say that with eight independent buyers in the market bidding against one another, they paid at least the top of the market for every one of the trucks purchased. The same practices in either buying or selling grain will invariably result to the disadvantage of the buyers and sellers employing triplicate and quadruple agencies.

Select one good firm and then push it to effect a satisfactory sale.

Officers and Directors Texas Grain Dealers Ass'n.



Left to right: Director G. E. Cranz, Fort Worth; 2nd Vice Pres. R. H. Wagenfuhr, New Braunfels; 1st Vice Pres. R. L. Cole, Krum; Pres. Harry L. Kearns, Amarillo; Sec'y-Treas. Hugh B. Dorsey, Fort Worth, and Director Victor Davidson, Galveston.

Grain Marketing in America

From an Address by Frank J. Delany before the Mill & Elevator Field Men's Ass'n

Our American system of marketing our large grain crops each year is a practical solution of an enormous problem. This problem is to provide for the producers and consumers of America open public market values which will daily and hourly represent prices at which the producer may sell and which the consumer may buy, in any quantity for cash. To have these prices reflect the operations of the law of supply and demand, and while doing this actually to accomplish during the year the movement of the surplus from producer to consumer.

This market should also be responsive to local temporary emergency demands and should absorb local emergency over-supplies, and should be open to all, and equal to all, taking transportation costs into consideration.

Thus, it involves the establishment of market values on some half a billion bushels of all grains, which our country produces normally during each year—and the actual establishment of market prices on perhaps two thousand million bushels of grain.

It will be appreciated at once that this is a problem of very considerable size. Yet this problem is being solved daily so efficiently and so smoothly that little attention is drawn to it and most of us accept our marketing system as a matter of course and as part of our daily commercial life. It attracts attention only occasionally and then only because of some pronounced market move that is of extraordinary interest.

Our marketing system is a refinement of the commercial experience of past generations, and of older countries, expanded and developed to meet the needs of our own country (larger by far than any of those other countries), and the whole system is built upon one thing—COMPETITION. Do not forget the word Competition—it is the key to the whole activity.

Our present system is the result of a gradual growth—of evolution—and increased efficiency, brought about by the necessities of the situation from year to year. Developments came gradually as the result of competition between merchants in each market—and competition between merchants of one market with the merchants of all other markets.

First access to a new country by "merchants" or "traders" (who are, or who follow, explorers) is always accomplished first at the seaboard. Ports are developed because of the activity of merchants. Gradually exploration occurs. Invariably this exploration proceeds to the interior via the water courses of the country, since the activity of the trader involves transportation of goods which he is exchanging for the country's products, and these in turn must be transported to the seaboard.

Thus the water courses are the arteries by which commerce, or trade, first enters and penetrates the interior of any country.

Recall, if you will, the development of our own country, the settlements at the Atlantic Coast, the penetration of the eastern frontier, principally via the Hudson River, the penetration of our southern frontier via the Mississippi River, and the reaching up into the interior of the country via the lower Mississippi, the Ohio, the Upper Mississippi, and the Missouri Rivers.

Then came the later movement of the frontier, west to Buffalo by the construction of the Erie Canal, which almost at a stroke again moved the frontier to Chicago and the western boundaries of the Great Lakes. Observe the growth of cities along these water courses.

With the advent of steam transportation again the water route was followed, because of engineering economies and necessities, but as the territories remote from water courses were settled and the hinterland subdued and brought into production, there developed a new need for transportation. The rail lines branched out. The frontier moved from Chicago to the Mississippi River and the great middle western prairies opened up, primarily as a result of the construction of the Illinois-Michigan Canal, followed almost immediately by an enormous expansion of rail transportation, viz., the construction of the many prairie or granger railroads. These ultimately reached and climbed the Rocky Mountains.

Always we observe that as the commercial of all of this agitation, and organization, and development progressed westward, markets and

cities of consequence came into existence along the water courses and later at junction points where water and rail met.

Merchants early realized that an adequate market for grain in their city served a dual purpose, in that it brought sellers of grain to their city, who in turn were buyers of merchandise, and thus prestige as a grain market became, and is now, an enormous commercial asset for any city of importance. An asset of importance far beyond that indicated by mere size of the earnings collected by local merchants in the handling of the grain. The primary grain markets gradually progressed westward, always in immediate contact with the commercial battle front, the grain frontier.

The original older primary markets became secondary terminals to newer markets while retaining their position as primary markets for their immediate territory. We see the grain always pursuing, because of the water routes, its initially established direction of movement, viz., from west to east, or in later years to a large extent from west to south, but almost always moving with the course of the water in the navigable streams which serve the territory of production.

Visualize the map for a moment and recall your United States History. Recall how the original ports and primary markets of New York, Boston, Portland (Maine), Philadelphia, Baltimore, Richmond via Norfolk, and New Orleans were succeeded by newer primary markets such as Buffalo, Pittsburgh, Cincinnati, Memphis, and these in turn succeeded by newer markets such as St. Louis, Louisville, Cleveland, Detroit, Chicago, Milwaukee, and these in turn by Minneapolis, Duluth, Kansas City, Omaha, St. Joseph (Mo.), and these in turn by Galveston, Fort Worth, Wichita, Hutchinson, Topeka, Lincoln (Nebr.), Sioux City, and now comes Denver, Salt Lake City, Los Angeles, and the far northwestern Pacific Coast markets.

All these compete with each other in a way, yet the eastern and southern markets supplement and support their competitors, too. But all this means competition to the utmost, and all the facilities in all the cities together constitute an enormous reservoir which absorbs the surplus at the peak of the new crop movement, and out of which supplies are passed to suit the continuing daily needs of the consumer, during the succeeding months.

Observe, too, that in all this vast territory between the Atlantic seacoast and the Rockies and the Canadian line and the Gulf there is hardly a country grain point that has not the choice of many markets for the sale of its grain.

To illustrate: A car of wheat in north central Iowa may move to Omaha, Kansas City, St. Joseph and thence perhaps even to Los Angeles. It may move to Fort Worth or Galveston, or New Orleans, to Minneapolis, Duluth, or Chicago, and thence to Europe via either Buffalo or New York, or Boston, or Portland (Me.), or Montreal, or it may move to St. Louis and thence to the southeast or to any middle states mill.

Surely there is competition for that grain. Surely no monopoly may control its price in that situation. It is this inter-competitive situation that forces grain merchants to operate on a fraction of the profit that applies to other staples.

The pioneer market for grain was, of course, the local miller and the initial grain transaction consisted simply in the grinding of the farmer's grain into flour or meal by the miller. Grain production rapidly outgrew these facilities and naturally demanded a market in its bulk form. The European trader wanted the grain in its bulk form because of his milling facilities and so came about the trading in bulk grain.

As trade outgrew the ability and facilities of the local miller, there came into existence the grain merchant. His initial facilities were of the crudest kind. His remuneration or profit was secured through the purchase of the farmer's crop at the local point of production, and the shipment to a consumer remote from that point. This involved the exercise of judgment and the assumption of risks.

As the production increased by leaps and bounds, the facilities likewise increased in effi-

ciency and the number of merchants increased. The cities grew in number and importance in keeping with the increase of crop production and transportation. The markets likewise grew in number and importance. The facilities grew, always trying to keep pace with the continuing yearly increase of crop production.

The milling activities naturally grew, too, and both facilities have managed to keep pace in a highly efficient way with the enormous and constantly growing increase of surplus grain production.

The whole system of American grain trade is predicated upon trade in grain for "future delivery." Trade in grain for future delivery is in turn dependent upon speculative interest in grain. Therein arises the importance to all of us of the grain speculator.

The activities of the speculator as reflected in his operations in the trade for future delivery interject a competitive factor of great importance. His activities constitute an economic service in that in the first place he carries the hedges (which as you know, represent sales for future delivery against stocks of grain which may or may not be located in the terminal center).

Furthermore, he is an anxious deliverer after facts, on which he may base his forecasts as to market movement. He buys often when there may be no immediate demand and because he believes the prices will go higher. He may sell when he thinks to the contrary. His operations in the long run, as they do daily, act as a stabilizer, a buffer, a balance wheel, and permit an open, daily, fluid market.

Speculators' activities are competitive with each other and competitive with the grain merchant, the miller, the exporter. All of this competition is concentrated in the pits or other trading points established on Grain Exchanges.

Competition has always been the basis of grain trading. Competition between millers for grain, between grain merchants and millers, between grain merchants and each other, between the merchant of one market with those of the other competitive markets, between speculators with each other and with all the others.

Now, economists of late years have been ponderously discussing "co-operation" versus "competition," trying to determine which is the better method. Strange to say, in the grain trade "co-operation" first developed in an effort to stimulate "competition." Farmers organized co-operative country elevators in order to make added competition for their products and to collect the merchant's profits for themselves.

The pioneer railroads penetrating new country developed their lines at a more rapid rate than the increase of individual grain merchants. At every country point a merchant was needed to make a local market. In many cases the railroads in order to create these local markets on their lines, proceeded to make arrangements with some large merchant of a terminal market to establish and run many country elevators. These were known as "line" houses. Sometimes as production increased along the lines other "line" houses came into existence, although always at most important points individuals were actively in competition.

There can be no doubt that in the early days of the grain trade, and in perhaps the early activities of the "line" houses trading margins, as we view them now, in the way of profits taxed upon the grain, were large; but when one considers the uncertainties of the business and the risks involved, because of inadequate and uncertain transportation on the one hand, and crop uncertainties on the other, coupled with large investment, and realize that this indeed was a pioneering activity, we may perhaps conclude that in this, as in other business activities, the margins were commensurate with the risks. Capital will not engage in business that carries risks, except that business offers opportunity for profit commensurate with the risk involved.

In any case there has been continuous criticism of this form of grain activity and in recent years we have seen many line houses go out of business. They have been supplanted by farmers' co-operative country elevators and independent dealers.

We have also seen a similar development of this co-operative country elevator activity in the sections in which "line" house activities have not been so general.

Of course, as in every other business activity,

there have been successes and failures. In many ways this co-operative country elevator activity has been a success, in others it has been a failure. On the whole from the standpoint of furnishing to the farmer an absolute insurance against undue margins taken by the grain buyer or miller, these activities have undoubtedly fostered the competitive idea.

The farmer always has been strong for organization. Indeed, the agricultural activity is very highly organized, notwithstanding a more or less general public impression to the contrary.

Various crack brained schemes have been proposed to farmers by over-enthusiastic leaders, or designing politicians, always in periods of low prices. All of these schemes to the extent that they have been supported, or adopted, or tried have failed. Many of them were predicated on radical legislation.

Fortunately the radical legislation asked for in support of these schemes in the last few years has been regularly defeated by the preponderance of sober, common sense in legislative halls, but not without great struggles. Out theory, and promotion, and exploitation of one kind or another, out of all of this confusion and conflict of rival theories there has developed within the last year a concrete, co-operative program, viz., the formation of the Grain Marketing Corporation. This, like all other programs which have preceded it, has its extreme partisans and its equally extreme opponents.

I believe that if this present terminal market co-operative activity is not supported by the farmers, that no form of co-operative activity in terminal markets will be hereafter supported by the farmer, for I cannot conceive how in the future any more favorable basis or opportunity can be developed.

Futures: Whether the grain business of America is to be conducted by individual merchants or by consolidations of large corporations or by large consolidated co-operative activities, both producer and consumer have a basic right to insist that it be carried on, on the basis of the utmost efficiency and economy.

This necessitates the fostering of the trade in grain for future delivery. This is the basis of the present superiority of American marketing methods, and we would be unwise indeed to abandon this, our greatest advantage in the markets of the world.

Radicals, because they do not understand this, attack it, and so it is that the men engaged in this economic service are continually harassed by legislative threats.

You, because of your calling, are conservative. You do not want undesirable risks. You want to insure only prosperous merchants. You want to eliminate the moral hazard. As helping to this you can lend your influence in your daily work to the combating of radicalism, and half-baked socialistic theories, no matter by whom they are proposed. Let us hold fast to what we know functions. Let us not impair security by testing theory.

More Knowledge Necessary to Business Success.

The success of any business depends upon the ability of its owner or manager to stop the leaks in business, some of which are visible and some invisible. A short time ago, one of these invisible losses came to one of our policy holders after he had sustained a total loss by fire, when the railroad company filed a bill against him for damage caused by the fire to railroad property, and called his attention to the clause in the lease that held him for such payment. He had the bill to pay, and fortunately it was a small one, but under such a lease, there is a probability of a large loss if railroad equipment is destroyed. Those of you who have such leases should protect yourselves through your insurance company. No doubt many of you have such leases and are not aware of it. The visible leaks are usually cared for in the country grain business, but the invisible ones are not. There confronts us a need of unusual effort if the country grain business is to retain its importance in the future as it has in the past. Profits are made by the management who are able to master for themselves the difficulties with which they are confronted, and I am led to believe that the lack of a plan or the lack of a good objective has brought disaster to many well-intentioned business efforts. To the need of a plan and a good objective, I want to add the need of knowing one's business, for the plan will not be worth a dollar or the objective reached, unless we know how to work the plan and eventually reach the objective.

In the field of business a knowledge of the rules or technic is too frequently missing. The average of our knowledge in business must be raised if we are to meet the future problems of grain marketing.—From an address by V. E. Butler, of the Grain Dealers Natl. Mutual Fire Ins. Co.

Paternalism Leads to Ruin.

Way over in Yucatan, the government has for seven years been the sole buyer and exporter of sisal, which is the raw material used in making binder twine. The business has been carried on under the most favorable auspices. Yucatan has not only the practical monopoly of the production of sisal, but even the government leadership, in spite of its fanatical economic ideas, has been deemed able and honest. Yet today the sisal industry is practically ruined. It took the people of Yucatan seven years to realize that any business to be successful needs the spurs of private enterprise and open competition. Those who advocate government participation in handling farm products as an aid

to the farmer might learn something from Yucatan's unfortunate example.—*Winnipeg Grain Trade News.*

An Italian Port Elevator.

The population of the coastal plain of North-western Italy is industrious and shrewd in business. Application of intelligent labor to the natural resources of Carrara marble, Lucca olive oil, iron mines at Elba, boracic acid at Larderello and coloring earths at Siena has made the standard of living comparatively high in the Leghorn district. Two large hydro-electric generating plants supply electricity to the entire district, and the port of Leghorn builds battleships and freight steamers and its shops turn out electrical supplies, glass and rope.

From the United States Leghorn imports cereals, flour, sugar, cotton, tobacco, lumber, machinery, coal and steel. In 1923 Leghorn exported \$7,588,780 worth of goods to the United States. American cargo boats call regularly at Leghorn, which is on the main trunk line of railway from the French frontier to Naples by way of Rome.

The grain dealers of Leghorn are as progressive as the merchants in other lines of business, and their grain handling facility would do credit to any port in Europe. Substantially built of reinforced concrete, the new grain elevator known as the "Silos Livornesi" is embellished architecturally to an extent unknown in the United States, as will be seen by close examination of the engraving herewith.

The elevator is situated in the inner harbor on a foundation of piles. The bins are 112 feet high, 24 having a diameter of 5.06 meters (16 ft. 7 ins.) while there are interstice bins numbering 15, and 14 triangular bins, and one special bin. The capacities are respectively 488, 188, 14 and 263 cubic meters. A meter is 39.37 inches, or three feet, three inches and three-eighths inch. In metric tons the storage capacity is 12,000, equal to 440,920 bus., a metric ton being 2,204.6 lbs.

To unload grain from vessels the plant is equipped with two movable marine towers each having a leg with an elevating capacity of 100 tons per hour, all the mechanical equipment having been supplied by a firm at Braunschweig, Germany. The grain is weighed in and out over automatic scales, and individual motor drives are used as in the best American practice. The elevating machines are situated in a rectangular building, 8.40x21.80 meters, with a tower of 4x8.20 meters and 40 meters high. Spouts for the distribution of the grain extend 96 meters. One or both of the marine legs can be used at one time to discharge the same ship.

Construction of the plant was begun in May, 1921, by the Societa Ferrobeton of Rome for the owners, the Societa Silos Livornesi, whose superintendent in charge of operation is Rinaldo Merani. Altho only completed in August, 1924, it has been so successful that it is planned to build another grain elevator at Leghorn of the same capacity.

The grain elevator is used for the unloading, storage, cleaning, mixing and reloading on vessels or cars of grains in general, but particularly wheat. Besides quantities of grain imported and trans-shipped to large consumers and to the principal centers in Tuscany a good amount is retained for use of the mills of the Societa Esercizio Mulini, which uses about 70,000 tons of grain annually.

London, England.—Bureaucratic scheme of control is the dominating recommendation of the British Royal Commission on Food Prices.

Antagonism predominates the attitude of the trades and press towards the suggestion of a food council to maintain continuing supervision over the staple food trades.

Reduction of port rates was hinted at. State trading is something not recommended, the report stating that such would not necessarily reduce the cost of wheat importations.



440,000-bu. Reinforced Concrete Elevator of Societa Silos Livornesi at Leghorn, Italy.

Country Elevator Accounting

Invoices.

By C. A. LOVELL

There is a right way to do every part of the accounting for a country grain elevator business; also many wrong ways.

Invoices for carlots of grain shipped on sale or consignment are examples. One wrong method is to send no invoice at all, and in far too many cases this is the thing that happens. A manufacturer or a wholesaler would "fire" every member of his accounting force on the spot and instantaneously if he discovered them sending out shipments of goods without invoicing those goods to the customers. An invoice ought to go with every shipment, whether it be canned goods or horseshoe nails or grain. It is the first step in accounting for the shipment, and if the first step is taken incorrectly, or not at all, subsequent steps are not to be blamed if they carry the body of the business into rocky ground.

Every invoice should give all essential information about the load it covers. Few do; most invoices give a few facts and remain silent on others of greater importance to consignee.

The invoice reproduced herewith shows a well prepared notice. The receiver who gets a notice like this with each and every shipment knows what is doing. At least he knows everything that can be put down on paper. He will want to see a sample of the grain as a matter of course, but the best sample obtainable cannot shout aloud such facts as contract dates and car number, weights, point of origin, price, amount of draft, and similar matters which eventually will be quite as important as the color of the grain or its test weight.

Examination of the sample invoice will show that it gives the following information:

1. Date of contract; confirmation numbers of both buyer and seller.
2. Car number and initials. (Vital as this point is, it is missing in far too many cases.)
3. Kind of grain and grade expected.
4. Weight in pounds and bushels.
5. Price, and basis.
6. Amount of draft.
7. Point of origin and date of b/l.
8. Freight from origin to billed destination or basing point. (In the sample invoice the

price is stated basis point of origin, hence freight will not be deductible, but mention was made of the rate to illustrate this important feature.)

9. The fact that an inspection certificate covering the shipment is furnished, and its date.

10. Where, to whom, and how, the car is billed.

Helps to Shipper: Although the first purpose served by an invoice is to convey certain information to the person buying the grain, the shipper also will be served by it if he makes a clear carbon copy and retains it in his files with other papers relating to the car. Facts about the transaction are fresh in his mind at the time of making the shipment, and therefore easy to record upon the invoice. Later, when they are not so recorded, it may be a difficult or impossible task to dig some of them out.

One such point has to do with the matter of demurrage, which will be determined by the time elapsing between receipt of the car for loading or diversion and its final disposition. In all cases where the carriers' rules provide that official inspection is notice of a car's arrival, then the inspection date marks the time when car service rules begin to run. The invoice can be made to show this date. If it is a matter of the hour when the car was set for loading, that, too, can well go on the invoice as a matter of permanent record.

Another point has to do with the matter of freight rate. Receivers, it must be remembered, daily are handling cars from a great number of points of origin, and to various destinations. Their clerks have innumerable rates to remember. When they do not know the rate on a given shipment they must refer to the tariff. In either case they are but human and prone to err. The man at the country point knows his rate to the various terminal markets better than anybody else. At least he should know it. Let him record that rate on the invoice and it puts the receiver on notice that the rate so marked down is the one he expects to pay. If the receiver believes the rate to be wrong he has a chance to learn the truth

at that instant, not weeks or months later when the whole transaction is cold.

Other facts will need to be recorded in the case of specific cars, but there is one important rule to keep in mind at all times. It is really the only rule, and reads as follows: "Make an invoice, and have it show everything that bears on the shipment it covers."

No Reparation for Failure to Furnish Grain Doors.

Any shipper undertaking to recover for grain door lumber supplied must keep a more accurate record than did the Milwaukee Vinegar Co. which had made claim for \$799.

The lumber was used to make doors for cars used in shipping wet spent grains at Cudahy, Wis., between Jan. 3, 1918, and Feb. 28, 1920, and was kept separate from lumber purchased for other purposes.

Complainant failed to show that the doors received on inbound shipments were used solely on those outbound. Complainant shows that from Oct. 1, 1918, to Dec. 31, 1919, it purchased 21,000 feet of lumber at a cost of \$799. The number of outbound cars from Jan. 3, 1918, to Feb. 28, 1920, was 373. The inbound cars of bulk grain from which doors could have been obtained is shown by complainant to have been 271. Defendant shows a total inbound movement of bulk grain of 366 carloads for the period from Jan. 1918 to July 1919, inclusive. It is evident that this number would have been increased if the exhibit had been extended into 1920. Definite records to show from what sources grain doors were obtained for the outbound shipments were not kept by either defendant or complainant, and the only indication of the number of doors furnished by defendant is that it furnished 100 grain doors on July 29, 1919. Complainant's witness testified that it is necessary to use 10 grain boards properly to protect a shipment of wet spent grain, and that the inbound shipments of bulk grain contained an average of eight boards. It figures that 350 feet of lumber are required to board one car, and on this basis the 21,000 feet of lum-

INVOICE

GRAIN COMPANY

CASH HANDLER OF WHEAT, CORN, OATS AND FEED STUFFS

Jonesville, Ind., April 10, 1925

Western Grain Company,

Chicago, Illinois.

We Ship you as follows:

CONTRACT	CAR	INITIAL	KIND OF GRAIN	GRADE	WEIGHT	PRICE	DRAFT	FROM	DATE B-L
4/8 Our #86 Your #15	11369	NYX	Corn	3 Yellow 16% M.	83776 1496	\$1.00 Our Track	\$1450.00	Jonesville NYX 17¢ Cwt.	4/10
Official Insp. Cert. herewith 4/10									

If shipment does not grade as invoiced, phone or wire us and await further instructions before unloading.

Car Billed to S/O Nfy. you at Chicago

Yours truly,

GRAIN COMPANY

ber for which reparation is claimed would provide for about 60 cars.

The Interstate Commerce Commission, deciding against plaintiff on Apr. 18, 1925, said: On the basis of the figures shown it appears that if complainant had used for the outbound shipments all of the doors on the 366 inbound cars, making due allowance for the greater number of boards required for the outbound shipments and the 100 doors furnished by defendant, there would have been sufficient doors available for 343 of the 373 outbound cars.

An award of damages must be definite. The record does not afford a basis for the calculation of a definite amount of damage. There is an absolute failure to show the cars, or even the number of cars, for which boards were supplied, and also a failure to show the number or disposal of boards received on incoming cars and from defendant.

We find that complainant has failed to show damage. The complaint will be dismissed.—98 I. C. C. 53.

Carrier Liable for Delivery Without Surrender of B/L.

The Norfolk Southern Railroad Co. delivered a carload of oats to the Armfield Co. at Fayetteville, N. C., without production of B/L, resulting in a suit that the Supreme Court of North Carolina has ordered retried.

D. M. Armfield gave an order for the oats to D. H. Dixon, a wholesale distributor at Goldsboro, N. C., and thereafter Dixon ordered the Tennessee-Oklahoma Grain Co. at West Nashville, Tenn., to put 300 sacks of oats in a car, the grain company on Feb. 2 making sight draft on Dixon for \$1,000.65 thru Wayne National Bank of Goldsboro. The bank received the papers Feb. 5, held them till Apr. 12, 1923, and returned B/L and draft unpaid to shipper.

Prior to this, probably about the time Dixon got the order Dixon on Jan. 26 made draft on the Armfield Co. for \$1,091.10 thru the Wayne National Bank, which was paid by Armfield Feb. 27, about two weeks after Armfield got possession of the oats. The railroad company's agent, upon an order by Dixon, without B/L, delivered the oats to Armfield, Feb. 13.

About a year after this transaction the Railroad Company paid the Tennessee-Oklahoma Grain Co. the full amount of its claim, the face of the draft, and took an assignment of the B/L.

This point is interesting to shippers as indicating carriers are willing to recognize their liability without suit for letting a consignment out of their possession without surrender of B/L.

The Railroad Company looks to Dixon or Armfield to pay for the oats. Armfield does not want to pay, because he has already paid for them once, nevertheless the carrier chose to make him defendant.

It is contended that a long course of dealing between the parties established a custom and well-known usage by which the plaintiff had repeatedly delivered goods shipped on an "order notify" without requiring the production of the B/L. Moreover, it is insisted, the plaintiff was not only negligent in permitting such a custom, but is bound by the usage, by the misfeasance of its agent, and by its own conduct, and is therefore estopped to maintain the present action.

The lower court virtually found in favor of defendant by directing the jury that if the facts were as stated they should find for defendant. The Supreme Court on Apr. 29, 1925, ordered a new trial; but the result should be the same as Armfield was an innocent purchaser for value, and was not chargeable with knowledge that shipment was still covered by an order B/L, containing the clause "The surrender of this original order bill of lading properly indorsed shall be required before the delivery of the property."

The Supreme Court erroneously confuses surrender of B/L with payment of freight, whereas Armfield was not even the consignee. If this suit is properly defended upon retrial, the railroad company will lose, as it is bound by the acts of its agent.—127 S. E. Rep. 557.

More Grain Storage at Hutchinson, Kan.

The increasing importance of Hutchinson, Kan., as a terminal market for the handling of grain is reflected by the addition of 200,000 bus. storage to the elevator of the Security Elevator Co. The company built its first plant several years ago and has since operated it as a public storage elevator, using it also in connection with its line of country elevators in Kansas and Oklahoma. Wheat is the principal grain handled, but each year large quantities of the grain sorghums, as well as some oats and corn are moved thru the plant.

The new addition, which is shown herewith, comprises 6 reinforced concrete tanks with 4 interspace bins. The photograph was taken when the walls of the new tanks were nearing completion, pouring of the concrete having proceeded continuously.

Each of the 6 main tanks is 22 ft. in diameter and 95½ ft. high, and each will hold 25,000 bus., or a total of 150,000 bus. The four interspace bins will hold 50,000 bus., making a total of 200,000 bus. new storage. The original plant had capacity for 400,000 bus.

When the original plant was erected the future needs of the market were anticipated and the headhouse and working machinery was made sufficient to care for considerable more storage than was then provided, so little new machinery had to be added to serve the new tanks. A 30-in. belt receiving conveyor will operate above the tanks in a gallery matching the one above the old tanks, while a shipping conveyor will run through a tunnel below. Each conveyor will be separately driven by an A.-C. electric motor, one of these prime movers being 15 h.p., the other 20 h.p. Weller traveling trippers will operate on the conveyors.

The new tanks are joined to the original headhouse, which also is of reinforced concrete, and stand at right angles to the old tanks. The railway trackage which serves the plant passes alongside the headhouse and the new tanks, and connected with the headhouse is a track shed. Cars may be unloaded, and also loaded, while standing in truck shed. The headhouse contains complete equipment for the cleaning, weighing, mixing, and other treatment of grain, and a licensed grain inspector working under the supervision of the Kansas State Grain Inspection Dep't is stationed at the plant. The state department also supervises the weighing of grain, while the elevator is

operated as a federal licensed and bonded warehouse.

The new tanks were designed and built by the Jones-Hettelsater Construction Co.

No Notification at Other Than Arrival Point.

Rule 7 of Consolidated Freight Classification No. 4, which provides that when a shipment is consigned either "Straight" or "To Order," with certain few exceptions, the railroad will only give notice to consignee of arrival of shipment at the point to which shipment is consigned; in other words, it is not permissible to consign a car to one point and request party to be notified at another point. Certain industries have complained that this Rule is working some hardship.

If any millers are being inconvenienced they are requested to write E. S. Wagner, traffic director of the Millers National Federation, Chicago, Ill.

The Traffic Department of the Federation is working with the National Industrial Traffic League on this subject, and if sufficient interest is indicated by the various industries interested, it is proposed to request the Consolidated Classification Committee to give consideration to the changing of the Rule to permit consignees to be notified, where necessary, at points other than that to which shipments are consigned.

Pool Suit in Canada.

Suit has been brought at Regina, Sask., by the Saskatchewan Wheat Pool against a member named Zurowski to recover \$397.50 damages for breach of contract by selling wheat outside the pool.

Defense was that he had been led into signing the contract by various false representations; and that as the pool never had applied for a license under the Canada Grain Act it was operating illegally.

The claim then made by the attorney of the pool that the Grain Act does not apply to the pool is characteristic of these organizations. They desire the protection of the law for themselves, yet hold themselves superior to the law. Any law that is good enough for the independent grain buyer ought to be good enough for the pool.



New Tanks Being Added to Security Elevator at Hutchinson, Kan.

Feedstuffs

Monticello, Mo.—A feed mill has been opened here by Clarence Penn.

Oswego, N. Y.—Fire did \$5,000 damage to the feed establishment of Geo. W. Smith.

Logan, Utah.—The Vitamin Co. has filed trademark No. 198,960 as descriptive of mixed dairy feed.

Elmont, N. Y.—L. K. and C. C. Handle have just incorporated the Sunrise Wet Grain Supply Co. for \$5,000.

Wichita Falls, Tex.—The Mytinger Mill & Grain Co. let a contract for a \$7,500 building to be used as a feed mill.

Chicago, Ill.—A feed research bureau is now directed by Hugh G. Van Pelt for the Associated Corn Products Manufacturers.

Cedar Rapids, Ia.—John S. Reinheimer bot the T. G. White Mill property from T. J. Davis recently. He will open a feed mill, etc.

Moselle, Mo.—The Moselle Mfg. Co.'s feed and flour mill burned May 23. Wm. C. Dickerson, the owner, states the plant will not be rebuilt.

New Athens, Ill.—Paul J. Hanft has filed trademark No. 198,955 as descriptive of poultry feed. The words "Excel Hen Feed" make up the mark.

Minneapolis, Minn.—The Manufacture of mixed feeds is being discontinued by the American Linseed Co. and this department of its business is now closed.

Elgin, Ill.—Mail addressed to the Bartlett Feed & Lbr. Co., reported to have filed a voluntary petition in bankruptcy, has been returned marked "No such firm here."

Philadelphia, Pa.—Pratt Food Co. has filed trade mark Ser. No. 210,403, the word "Utility," descriptive of horse, mule, cattle, cow, hog, sheep, and poultry feed, etc.

McPherson, Kan.—A whole wheat cereal manufacturing plant will be erected here immediately by a new company just organized by J. F. Burkhardt of Kansas City, Mo.

Buffalo, N. Y.—Work on the \$400,000 addition to the Ralston-Purina Co.'s plant began June 4th. The piling is to be in by July 1 when work on the superstructure will start.

Schenevus, N. Y.—A 36x55x50 ft. addition is under construction to the feed mill of L. A. Wycoff. The mixing machinery, conveyors, grinder, etc., will be electrically operated.

Exports of Feedstuffs.

Export of Feedstuffs during April, compared with April, 1924, and for the 9 months ending April, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	April 1925	April 1924	10 mos. ending April 1925	10 mos. ending April 1924
Cottonseed cake, lbs.	15,621,757	15,703,721	535,817,517	172,215,545
Linseed cake, lbs.	57,034,963	59,551,153	579,111,923	410,235,877
Other oil cake, lbs.	23,440	5,401	6,700,145	561,615
Cottonseed meal, lbs.	1,887,782	6,205,200	289,303,896	44,529,936
Linseed meal, lbs.	710,721	825,070	17,684,100	9,484,597
Other oil cake meal, lbs.	17,815	17,140	24,229,964	3,381,141
Bran and middlings, tons.	135	296	3,486	1,832
Screenings, lbs.	60,850	1,951,300	6,352,725	12,072,057
Other mill feeds, lbs.	1,330	700	19,145	8,439
Prepared feeds, not medicinal, lbs.	2,223,904	1,992,359	26,463,483	14,213,370

Richmond, Va.—Warner Moore & Co., doing business as Dunlop Mills, filed Ser. No. 210,570, descriptive of feeds for livestock and poultry, and middlings, etc. Claims use since 1853.

New York, N. Y.—John F. Gerard is now in charge of the feed and wheat depts. for the Hecker-Jones-Jewell Mfg. Co. succeeding the late E. R. Coker. He represents them on the floor.

Minneapolis, Minn.—The Empire Mfg. Co. has filed Ser. No. 210,721 as a trademark descriptive of hog feed. The mark is a dog jumping thru a circle with the words "Red Hog Feed" below.

Vancouver, Wash.—Mail addressed to Victor I. Fuqua was returned marked "Unclaimed." In March it was reported that he had purchased the 600-bbl feed mill of Strauss & Co., Inc.

Chicago, Ill.—A. R. Kinney of Omaha, Neb., is now chairman of the Millers National Federation Com'te on Feedstuffs, serving in place of D. G. Lowell, who could not accept the chairmanship.

Lansing, Mich.—Any change in the Michigan Feeding Stuff Law would be unwarranted at this time. A hearing was held earlier this spring. T. J. Hubbard, sec'y., Michigan Hay & Grain Dealers' Ass'n.

Minneapolis, Minn.—The office of A. R. Hastings is closed. He started in the feed jobbing business this February. It is understood that he was unable to meet a contract for 1250 tons of feed which he sold short.

Roswell, N. Mex.—Mail addressed to the Pecos Mfg. Co. at this point has been returned marked "Unclaimed." It was reported in March that the firm planned building a \$100,000 alfalfa mill and cotton seed warehouse.

El Paso, Tex.—A \$200,000 cottonseed oil mill is to be built here by the Globe Grain & Mfg. Co. of Los Angeles, Cal., to be operated, presumably, under a local name, as they do the El Paso Grain & Mfg. Co. Construction has commenced.

Malvern, Ark.—Plunkett-Jarrell Grocer Co. is building a new 90x150 ft. iron-clad whse. It will be completed about the middle of the month and will have space for handling 3 to 4 carloads of feed stuffs and flour at a time—B. W. Langford, mgr. Plunkett-Jarrell Grocer Co.

Utica, N. Y.—The Eastern Federation of Feed Merchants is to meet in annual convention here in the Martin Hotel on June 18-19, according to Pres. W. S. Van Derzee, Albany, N. Y. Those contemplating attending are requested to communicate with the president. The selection of a new secretary to succeed the late Frank Jones of Bulville is to be announced at that time. Subjects on the program are: "Selling Knowledge; How and Why It Is An Asset to the Dealer"; "Feed Dealers' Problems; How to Meet Unfair Competition"; "Keeping Down Overhead; An Important Question in Every Successful Business"; "U. S. Grain Inspection; What It Means and Its Benefits to the Buyer and Seller." Fred E. Pond, sec'y of the Buffalo Corn Exchange, will address the convention on this last subject.

Feed Movement in May.

Receipts and shipments of feedstuffs at the various markets during May, as compared with May 1924, were as follows:

	Receipts 1925	Receipts 1924	Shipments 1925	Shipments 1924
San Francisco, tons	155	599		
Baltimore, tons	1,130	868		
Chicago, lbs.	27,843,000	21,263,000	80,999,000	79,503,000
Kans. City, tons	2,920	2,600	25,380	20,160
Milwaukee, tons	3,993	3,555	10,687	24,641
New York, tons	520			
Peoria, bus.		21,180		22,175
St. Louis, bus.		136,960		823,730

Newport, Ark.—Reorganization of the Southern Cotton Oil Co.'s properties is being effected and the plant, with new proposed additions, will be opened Aug. 1. J. E. Doherty, Jr., former manager of the concern, is to return in the same capacity. The company will again manufacture cotton seed products.

Kansas City, Mo.—Norton B. Rixey, cotton and linseed meal and feed broker, was found in his office May 29th with a handkerchief bound around his neck tightened by a screwdriver. His body was frail and good health had not been his for some time in the past. He was manager of the Chickasha (Okla.) Cotton Oil Co. at one time.

New Orleans, La.—J. A. Smith, of Dewitt, Ark., was elected president of the Rice Millers' Ass'n at the close of a two-day convention here May 28, at which nearly every rice mill in the south was represented. Frank M. Rickett of New Orleans, the retiring president, attacked abuses in the buying and selling of rice, saying that over-eagerness to buy is the underlying cause behind pyramiding of prices. Other officers elected were: William Reid, Orange, Texas, vice-pres. for Texas; Thomas Ryan, Crowley, La., vice-pres. for Louisiana, and E. L. Crandall, Carlisle, Ark., vice-pres. for Arkansas.—P. J. P.

Introduction of Alfalfa Meal Into Mixed Feed.

Col. Otto Weiss, Otto Weiss Mfg. Co., Wichita, Kan., at the American Feed Manufacturers' Ass'n meeting in New Orleans, told the early history of alfalfa meal which is most interesting:

In 1890 I commenced to experiment mixing my own poultry feed and finally got the best results from a mash feed in which I used about 10 per cent cut clover. My poultry was always in the best of condition and I won over 500 premiums at the poultry shows in Kansas and Oklahoma, where I exhibited my birds.

In 1900 I commenced to sell some of my poultry mash, mixing it by hand on the floor. About that time a few farmers commenced to raise alfalfa in our country. There was very little demand for it and it sold as low as \$4 a ton, and it cost me \$4 per hundred to ship cut clover from New York for my poultry mash. This gave me the idea to grind or cut alfalfa and mix my poultry mash feed by machinery. However, it took me four years before I found anyone that was willing to undertake to put in the machinery I wanted. Finally, when I had my little plant completed in August, 1904, I found that I could not sell enough poultry feed to operate steadily.

Horse Feed. I commenced experimenting feeding my own horses with a mixture consisting of 35 per cent alfalfa meal, 50 per cent corn and oats, 10 per cent wheat bran and 5 per cent linseed oil meal, adding a small amount of salt. The results were so satisfactory that I immediately employed a traveling man to place my alfalfa poultry mash and alfalfa stock feed on the market.

The horse we started to feed our feed first lived to be 32 years old and only died two years ago. We bought a four year old pony on April 26, 1907, weighing 470 lbs. and Aug. 26, four months later, it weighed 735 lbs., a remarkable gain of nearly 2½ lbs. per day. In 1908 we bought a four year old team weighing a little less than 3,000 lbs., for which we paid \$300, and two years later we sold them to go to Chicago; they weighed 4,150 pounds and sold for \$1,000; we ourselves got \$750 for them. It was one of the largest teams ever shipped out of Kansas.

Cattle Feed.—In the winter of 1909 we fattened 100 head of four year old steers; they gained nearly 400 lbs., weighing close to 1,500 lbs., and the Cudahy Packing Co., which bought them, stated it was the fattest bunch of steers they ever killed in Wichita.

In 1918 we tried to get the Kansas State Agricultural College on an experimental feeding of 100 steers at the stock yards in Wichita to use our feed on part of them. When they refused we bought 100 steers out of the same herd, the second pick, two weeks later, and fattened them with our alfalfa stock feed. At the Stock Show in March the Agricultural College picked their best 60 steers, having lost three during the winter, and put them on exhibition. We exhibited the entire 100 head, not having lost any, and took first and third premiums, also Sweepstakes for best carload of any age exhibited. The Agricultural College took only one, the second premium.

All of these years, remember, we used from 25 per cent to 30 per cent alfalfa meal in our mixed feeds. Today we have feeds on the market containing as little as 2 per cent alfalfa.

Supply Trade

Advertising like the adding machine gets quick results.

Seattle, Wash.—The Glasser Construction Co., Inc., announce the removal of its office to this city from Spokane.

Boston, Mass.—The Webster Mfg. Co. announces the appointment of L. A. Scheck as manager of its local office, at 902 Oliver Bldg.

Chicago, Ill.—A. D. McPherson, Chicago representative of the Huntley Mfg. Co., became seriously ill May 30 while visiting relatives at Columbus, O.

Toledo, O.—The Chase Bag Co. has just let contract for the construction of a new daylight bag factory, to be located at Nebraska and Brown streets.

Minneapolis, Minn.—The Allis-Chalmers Mfg. Co. announce that arrangements have been made with the Weaver Co. to handle its line of elevator and mill machinery.

Kewanee, Ill.—The Kewanee Implement Co. reports that the Occident Elevator Co. and the Powers Elevator Co., both of Minneapolis, Minn., are installing Kewanee Air Truck and Wagon Dumps in many of their elevators.

Indianapolis, Ind.—H. Louis Silver, district manager of the Gruendler Patent Crusher & Pulverizer Co., will be in charge of the Gruendler display at the meeting of the Indiana Grain Dealers Ass'n to be held in Michigan City June 25-26. He will have, for demonstration purposes, a Baby Gruendler connected to a half horse power motor, complete with air system.

Portland, Ore.—There has been more inquiry for grain bags in the past few days than at any time this season. Interior buyers are coming to the realization that more bags will be required than they expected, and with the demand increasing the prices are also advancing. A shortage is not expected, but at the same time it appears as if there will be no surplus.

Bloomington, Ill.—A ruling in favor of the plaintiff in the case of the Portable Elevator Co. and Warren A. Caldwell vs. Mrs. Mat Weiser and Harry B. Jones and others, has just been made by Judge Louis FitzHenry in the federal court. The action was one brought by the plaintiffs to enjoin the defendants from infringing a patent, issued to Mr. Caldwell and used by the Elevator company, in ventilated corn crib staves. The patent was attacked as being invalid as being a patent for a mere suggestion rather than a combination, but Judge FitzHenry in his decision found it to be valid.

The Patent Law was revised in February 1905. Registration of trade marks and brands under this law run for twenty years. Those who registered their brands or trade marks shortly after this law became effective, should take the necessary steps at once to have the registration renewed. A communication should be addressed to the Commissioner of Patents, Washington, D. C., giving the number of the Registration Certificate, the name and address of the party to whom the registration was granted, and the date of the Registration Certificate, with a request that the registration be renewed. Registrations of brands under the provisions of this law will be expiring continually, the expiration date being twenty (20) years from the date shown on the Registration Certificate. This should be kept in mind, so patent rights will be protected.

and deceiving. On Dec. 11, 1924, the Hazelhurst Oil Mill & Fertilizer Co. appeared as claimant, the court ordering condemnation,—the product being released upon payment of costs of proceedings and execution of a \$1,000 bond. It was further ordered that if the product be sold the sacks be relabeled, "42% protein, 11% fibre, 6.72% nitrogen (equivalent to 8.17% ammonia), 6% fat," and filled to the declared weight.

Application of Zinc Corrugated Siding.

On wood framed buildings, such as elevators, storage sheds, barns, etc., corrugated zinc affords permanent roofing and siding at a reasonable cost.

The zinc may be laid over sheathing or furring, but in either case it is advisable to fasten the sheets so that they will have freedom for expansion, vibration and the settling of the building.

Zinc has a slightly higher expansion due to temperature rise than steel and a little more allowance is made for expansion in fastening the sheets to the building. Any one roof surface rarely exceeds 40 ft., measured up and down the slope. The fasteners used with zinc construction are sufficiently flexible to care for expansion in this direction, while the corrugations serve as expansion joints in the horizontal direction.

With wood framing, the conditions are different. As the zinc expands, the wooden beams do not expand along with it, but even tend to shrink slightly. The differential movement here is, consequently, much greater. Moreover, as the sheets are nailed in place, the fastening is more rigid than that employed with steel construction.

To eliminate any possibility of buckling the sheets or enlarging the nail holes, a sheet that is corrugated crosswise is recommended. The most satisfactory size is 42 in. by 75½ in. For roofing, where a horizontal lap of 6 in. is advisable, these sheets have a net covering area of 3 ft. by 6 ft. For siding, a horizontal lap of 2 in. is sufficient, and the area is 40 in. by 6 ft.

The sheets are laid from the bottom up, and each course of sheets is nailed along the bottom edge only, just above the upper edge of the underlying sheet. A nail through the high part of every other corrugation is ample. Thus the sheets are free to creep slightly in a vertical direction, while the corrugations will absorb the expansion in a horizontal direction.

Either 10 gauge or 11 gauge sheets may be used. For farm buildings or country elevators 10 gauge will give good service, while on industrial buildings, subject to smoke and fumes, 11 gauge will be better.

When applied over sheathing, corrugations 1¼ in. wide or 2½ in. wide by ⅝ in. deep may be used. For use over furring corrugations 2½ in. wide by ⅞ in. deep should be specified.—*Furnaces and Sheet Metals.*

A New Ford Product.

Announcement is made by the Ford Motor Company of a new light trucking unit. The equipment is a combination of the standard Ford Runabout with rear deck replaced by a pick-up body.

This will prove of unusual interest to contractors, grain, flour, feed and seed dealers, farmers, and others who are faced with the problem of securing rapid transportation of light loads at low cost.

This Runabout is fitted with an all-steel body, securely attached to the frame of the chassis, with rear door 2-adjustable chains, side flanges, and steel floor strips with sunken bolt heads. The inside dimensions of the body are 40¾ inches by 56 inches. Height from floor to top of flare is 13 inches.

Orders are being taken now for immediate delivery at an announced price of \$366, including electric starter and demountable rims.

meal and very few as much as 15 per cent.

We cannot expect the mixed feed industry to succeed or even to continue when we leave out the best ingredients on which the trade was established.

The 500 different manufacturers, with an invested capital of 50 million dollars, should get together and manufacture a feed that is so good, as Mr. Williams of Augusta, Ga., said in 1907, that no grain would be fed by itself.

Correct Proportions.—I am positive through my years of experience and observations that the following amounts of alfalfa meal should be used in mixed feeds to bring best results:

For poultry from 7½ to 10 per cent, for hogs from 10 to 12 per cent, for work horses and mules from 20 to 25 per cent, for milk cows from 25 to 30 per cent, for fattening cattle from 25 to 30 per cent, for young horses and calves from 35 to 40 per cent, for fattening sheep from 50 to 60 per cent.

After getting my views as above, several of the mixed feed manufacturers advised me that they would discontinue manufacturing mixed feeds containing more than 65 per cent grain. It was their experience that feeds containing nearly all grain, softened and sweetened with molasses, was swallowed almost whole by horses and mules, which caused indigestion and sometimes even killed them. In cases of this kind whole neighborhoods condemned all mixed feed.

Adulteration and Misbranding.

S. Zorn & Co., Louisville, Ky., shipped 300 sacks of Crescent mixed oats from Kentucky into Tennessee which the U. S. attorney for the Middle District of Tennessee alleged were adulterated and misbranded. The article was labeled in part, "Crescent Mixed Oats . . . Other Grains Zorn Bleached Grain." Adulteration was alleged in that screenings had been substituted wholly or in part for the article. Misbranding was alleged in that the designation "Mixed Oats" was false, misleading and deceiving, and the words "Other Grains," inconspicuously placed on the label, did not correct the misleading impression conveyed. Misbranding was alleged for the further reason that the article was offered for sale under the distinctive name of another article. On June 4, 1924, S. Zorn & Co., Louisville, Ky., having appeared as claimant, judgment of condemnation was entered and the product released upon payment of the costs of the proceedings and the execution of a \$1,000 bond, conditions in part that the article be relabeled "Bleached Crescent Grain Screenings." A similar shipment into North Carolina brot a duplicate verdict a few days later.

Eastern Cotton Oil Co., Edenton, N. C., shipped 30 sacks of cottonseed meal from North Carolina into Maryland which were adulterated and misbranded, according to the U. S. attorney for the District of Maryland, July 3, 1924. The article was labeled in part, "Cotton Seed Meal." Adulteration was alleged for the reason that a substance low in protein and containing excessive fibre had been mixed and packed therewith so as to reduce and lower and injuriously affect its quality and strength and had been substituted wholly or in part for the said article. Misbranding was alleged for the reason that the statements, to-wit, ". . . Cottonseed Meal . . . Guaranteed Protein not less than 36% . . . Equivalent to Ammonia 7% . . . Fibre not more than 14%," borne on the label were false, misleading and deceiving, whereas it contained less protein and more fibre than declared on the label. Misbranding was alleged for the further reason that the article was offered for sale under the distinctive name of another article. On Aug. 22, 1924, the Eastern Cotton Oil Co., having appeared as claimant, judgment of condemnation and forfeiture was entered and the product released upon payment of costs of proceedings and execution of \$150 bond, conditions in part that it be relabeled. A similar shipment the following month into the same state resulted in the same findings and charges, the judgment bond being placed at \$800 in this latter case.

L. B. Lovitt & Co., Hazelhurst, Miss., were charged with adulteration and misbranding of 500 sacks of cottonseed meal shipped from Mississippi to New York, by the U. S. attorney for the Western District of New York, Oct. 28, 1924. Adulteration was alleged because a substance deficient in protein and containing excessive fibre had been substituted wholly or in part for the said article. Misbranding was alleged because of the labeling, to-wit, "Cotton Seed Meal . . . Guaranteed analysis Protein 43% . . . Fibre (Maximum) 10%, Nitrogen (Equivalent to 8.37% Ammonia) 6.88%," was false, misleading

Grades for Cane Seed

By Chief Inspector W. L. Frank and Inspector R. L. Campbell
of the Sherman Grain & Cotton Exchange

Cane Seed often sells at a high price per pound. For this reason cane seed trading and grading rules must be specific as to methods and grading factors. The basis of the grades should be such that the several grades will approximate the relative market value of the different lots. Flexibility has been purposely avoided. The grades are largely mechanical in their application.

These grades have been devised to supply a much needed standard for cane seed, that combines the requisites of both the retail seedsmen and the wholesale grain and seed dealers. Realizing that the grain dealer is interested primarily in the number of pounds of re-cleaned seed he can get out of a car of country-run cane seed, it was necessary to adopt standard sized sieves for this purpose. The seedsmen is interested in the amount of "pure seed" present in a car of country-run seed and in knowing the amount of small or undersized seed, the amount of broken seed larger than a half seed, and the amount of finely broken seed and of sand or dirt. Germination is not included as a grading factor, because it is not practical to do so, from a grading standpoint.

Cane seed is fundamentally a seed proposition for seedmen. However, in recent years, wholesale grain dealers have handled an ever increasing volume of cane seed. We have tried to reconcile the diverse considerations of both classes of dealers in the formulation of these cane seed grades, and have adopted the best and most approved practices now used in grading grain, more especially grain sorghums.

Experiments and actual practice in grading cane seed extending over a period of four years, has convinced the authors of these grades, that cane seed can be graded in accordance with the following described standards, and that the grades thus determined will reflect very closely the relative values of different lots of seed and provide a fair and equitable working basis for trade.

RULES AND DEFINITIONS.

Rule 1.—Except when otherwise specified, the same general rules and practices shall apply as in grading grain sorghums.

Rule 2.—All grading factors shall be determined, and all factors (except moisture and minimum amount of class or variety—unless these, or either of them, affect the grade) shall be determined.

Rule 3.—One thousand (1,000) grams shall be used in determining the grade.

Rule 4.—The following method shall be followed in grading cane seed:

- Weight out exactly 1,000 grams.
- Determine test weight per bushel on the original sample.
- Run sample on Emerson Oat Kicker with

top riddle removed, and with the buckwheat sieve in horizontal slot.

(d) Scalp seed, using "wheat scalper sieve" with $\frac{1}{4}$ -inch round holes.

(e) Pour seed in large chass sieve with oblong openings $4\frac{1}{2} \times \frac{1}{4}$ inch, and with a circular swinging motion cause the chaff, hulls, etc., to "float" on top of seed and gather in center of sieve. Dip the chaff and hulls off the seed with the hands, and then separate the hulls from the seed by an air blast. If no air blast is available, place the chaff, etc., in a torsion balance scoop and while shaking gently, blow the chaff, etc., so that it collects in either end of the scoop. Remove the chaff so separated and add to scalplings previously removed, then weigh and record as "scalplings." Return the seed to the large chass sieve and shake vigorously. The seed remaining on top of large chass sieve is the "re-cleaned" seed.

(f) Put the seed which passed thru large chass sieve over a small chass sieve with oblong openings $.064 \times \frac{1}{4}$ inch, and shake vigorously. Weigh the seed remaining on top of the small chass sieve and record as "small seed." Weigh the small seed and broken seed which passed thru the small chass sieve, and record as "split seed."

(g) Put the foreign material and broken grain removed by the oat kicker, over the "sand sieve" used in grading grain sorghums, with round holes $2\frac{1}{2} \times \frac{1}{4}$ inches in diameter. Weigh the portion remaining above the sand screen after sieving, and record as "broken grain"; and that portion which passed thru as "sand and foreign material."

(h) Add the amounts (percents) of scalplings, sand and foreign material, broken grain, split seed, and small seed; subtract the total from 100, and record the difference as "re-cleaned seed."

(i) If there is an appreciable amount of foreign seed and weed seed or of other distinguishable varieties of cane seed, mix the re-cleaned seed and small seed and cut down to approximately 30 grams and analyze. Record as percent of foreign seed and or weed seed, or other classes, as the case may be.

(j) All foreign matter remaining in the re-cleaned seed and not removed in the determination of percent scalplings, shall be picked out and included in the amount of sand and foreign material, except weed seeds, which shall be included with foreign seed.

(k) Other classes shall include all varieties of non-grain sorghums (cane seed), including Johnson grass, sudan grass and broom corn.

(l) Other grains shall include grains listed as cereal grains, under the official grain standards of the U. S. for grain sorghums.

General Explanations and Interpretations. The approximate amounts of "inert matter," "clean seed," "pure seed," and "cleaning loss" in a given sample, can be estimated from the grading factors as follows:

Inert Matter.—The percent "scalplings," plus percent "split seed," plus percent "broken grain," plus percent "foreign material" or "sand and dirt," plus one-half of the "small seed" equals percent "inert matter." (Exception: When shelled corn, oats or barley are removed in scalplings, the percent of inert matter computed as above will be high—but there are few exceptions, and these may be disregarded.)

Clean Seed.—The percent "re-cleaned seed," plus percent "small seed" equals "clean seed."

Pure Seed.—To find percent "pure seed" add

one-half the percent "small seed" to percent of "re-cleaned seed," and subtract from the sum of those two the sum of the following: percent "foreign seed and or weed seed" and percent "other classes."

Note.—A number of seed tests have shown that this method gives very close results, and is sufficiently accurate for wholesale grain and seed dealers buying country-run cane seed. The usual variation in percent pure seed so estimated and as determined by seed testing methods, is less than one percent.

Cleaning Loss.—The amount of material removed in re-cleaning a given lot of seed can be approximated by adding the percent "scalplings," percent "split seed," percent "broken grain" and percent "sand" and "foreign material." These taken collectively represent the portion of the sample which would ordinarily be removed in properly re-cleaning the seed, viz., "cleaning loss."

The factors "small seed" and "split seed" are included primarily for the purpose of showing what difficulties in cleaning are likely to be met with, and to indicate the relative development and maturity (plumpness) of the seed. A high percentage of re-cleaned seed is desirable, as this indicates the amount of "fancy" re-cleaned seed present.

A large amount of "small seed" indicates immature, small, and poorly developed seed. A large amount of split seed is objectionable as it indicates that the seed was badly cracked in threshing. A high percentage of "broken grain" may be the result of adding screenings from re-cleaning seed to ordinary country-run.

Remarks and Explanations.

Retail Seedsmen usually regard the percent of "pure seed" present as the most important factor affecting value for seed purposes. Broken seeds of sorghum are considered to be "inert matter" in seed analyses. Therefore, in estimating percent "pure seed" under these grades, the percent of "re-cleaned seed" plus one-half of the "small seed" may be assumed to be "pure seed," unless foreign seed or weed seed are present, in which case they should be deducted.

"Inert matter" in seed testing, includes the broken kernels, loose chaff, dirt, sand, cinders, sticks, stems, etc. Therefore, in estimating the amount of "inert matter" under these grades add percent "scalplings," "broken," "Foreign matter or sand and dirt," "split seed" and one-half of the "small seed." The total of these is approximately equal to the amount of "inert matter" as determined by seed testing methods.

Wholesale Seedsmen usually consider the percents "cleaning loss" and "re-cleaned seed" as being the most important factors affecting the value of country-run cane seed. "Cleaning loss" includes that portion of the sample which should be removed in properly re-cleaning the seed.

From our careful and detailed study of the cane seed received at this market during the past four years, we have concluded that:

1st. Cane seed grades should include data which can be converted into terms of seed analyses.

2nd. Cane seed grades should show the amount of loss to be expected in properly re-cleaning, and the character of the material that should be removed.

3rd. Scalplings as determined, are comparable to dockage in wheat, but the dockage system is not likely to prove acceptable to the trade handling cane seed in wholesale quantities.

4th. The most satisfactory basis for trading cane seed is either on the basis of "grades" or with a specified "cleaning loss."

Cane seed can be traded in the following bases, when these grades are used, viz:

- 1st. Not less than _____% "pure seed."
- 2nd. Not less than _____% "re-cleaned seed."
- 3rd. Not more than _____% "cleaning loss."
- 4th. To grade "No. _____ or better."

Note.—It is a more or less common practice in seed testing to include all kinds of cane seed in "purity." It is believed that such a liberal construction is not in accord with good commercial practice in grading cane seed. Therefore, other distinguishable varieties of cane seed have not been included in pure seed.

Sale of Marketing Stock Suspended in Illinois.

The sale of stock of the Grain Marketing Co., in Illinois, has been suspended temporarily until July 28 by stipulation arrived at after a conference between Frank Sullivan, attorney of the Marketing Co., and Donald Kirkpatrick, attorney of the Illinois Agricultural Ass'n, held in the rooms of the Illinois Commerce Commission, with an employe of the state commission on May 29.

The Agricultural Ass'n is attacking the Marketing Co. for operating public warehouses and dealing in grain at the same time; while the Marketing Co. countered by filing a petition May 27 asking the Commerce Commission to approve a transfer of the public elevators to operating companies the stock of which would be held by the Marketing Company.

NON-GRAIN SORGHUMS.

Grade No.	Minimum amount of class or variety	Maximum Limits of			
		Foreign seed and or weed seeds	Other classes or varieties of non-grain sorghums	Broken kernels	Foreign material and sand or dirt
1	98	0.5	2.0	2.0	0.5
2	97	1.0	2.0	4.0	1.0
3	95	3.0	3.0	7.0	3.0
4	90	5.0	5.0	10.0	5.0
Sample grade 90		10.0	10.0	...	...

The following notes are to be read in connection with the above tabulation:

- Grades Nos. 1 to 4, inclusive, shall be cool.
- Grades Nos. 1 to 3, inclusive, shall be sweet.
- Grade No. 1 shall be choice quality, sound, bright and well matured.
- Grade No. 2 shall be sound, of good color, and mature, but may be slightly stained.
- Grade No. 3 shall be of fair color, and may be slightly immature, stained or slightly weathered, (not sound enough for No. 2).
- Grade No. 4 may be damaged, musty, slightly sour, badly stained, weathered, or immature.
- Sample Grade.—Shall be non-grain sorghums which does not come within the requirements of any of the grades from 1 to 4, inclusive, or has any commercially objectionable odor, or is very musty or very sour, or is hot, heating, fire burnt, or otherwise of distinctly low quality. Any non-grain sorghum that contains more than 10% of grain of a kind or kinds other than non-grain sorghums shall be classed as sample grade.
- When live weevils are present in excess of one in 1,000 grams of sample, the word "weevily" shall be added to and made a part of the grade.
- Determine moisture as in grain sorghums.

Note.—On certain samples and with some varieties of cane seed, this method gives higher results than the oven method. However, this method using 190°C. as the "cutting off" temperature, is better adapted to all samples than other temperature we have tried.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Greenway, Ark.—Chas. S. Kelley is the new owner of the Greenway Mill.

Valley Springs, Ark.—Perry & Whismont, who operate a grist mill here, will add a flouring mill.

Walnut Ridge, Ark.—The W. P. Bench Co.'s feed and coal plant was damaged by fire recently.

Poyen, Ark.—B. H. Cunningham has filed a voluntary petition in bankruptcy. Liabilities, \$19,380.72, and assets, \$11,679.30 which include unsecured claims amounting to \$16,033.38. In the assets, \$8,589.06 are listed in open accounts.—P.

CALIFORNIA

Oakland, Cal.—The Nicholls Grain & Mfg. Co., of Los Angeles, has opened a grain office here.

Oakland, Cal.—Grain shipments will be started here in August as soon as the government completes dredging the Oakland-Alameda Harbor.

Los Angeles, Cal.—The Seeley Guaranty Co., recently organized, lends money on all staples evidenced by warehouse receipts, and is not a grain brokerage firm.—Seeley Guaranty Co.

Ventura, Cal.—Danne & Orr who have been conducting a grain and hay warehouse here for the past two years have just completed a new warehouse where they are now located.

San Francisco, Cal.—Hans Outsen, a pioneer grain man, died here recently. He was 77 years old and 40 years ago embarked in the grain business. He retired from business a year ago. He was for forty years a member of the Grain Trade Association and the Grain Exchange.

CANADA

Port Mann, B. C.—The New Westminster Harbor Commission has been authorized by the government to issue bonds for the purpose of financing the construction of a 400,000-bu. reinforced concrete grain elevator.

Port Nelson, Man.—Norman M. Paterson, owner of a line of elevators, said, "My offer to build an elevator here on Hudson Bay still holds good." The grade to this point is completed but rails a distance of 98 miles are still to be laid.

Prince Rupert, B. C.—The House of Commons voted an additional \$500,000 for the erection of a grain elevator. The first appropriation was \$220,000 which was used for the building of the foundation. The contract for the elevator was awarded to Halls & Aldinger of Winnipeg at \$865,000, the entire cost of the structure to be \$1,000,000.

COLORADO

Hugo, Colo.—The Plains Grain & Produce Co.'s elevator was slightly damaged during a windstorm on May 21.

Haxtun, Colo.—J. B. Ghent is mgr. of the Haxtun Mill & Elevator Co. He succeeded R. R. Archer who has not been with the firm for more than a year.

IDAHO

Genesee, Idaho.—General overhauling is being done in the elevators operated here by the Union Warehouse of which Joe Knapps is mgr. The Mark P. Miller Mfg. Co. is also overhauling the heads in its elevators. D. E. Thomas is mgr. of the plant.

ILLINOIS

Decatur, Ill.—Fire damaged the feed store of Henry Hort.

Forreston, Ill.—The Erdmeier Feed Mill was bought by Ernest Ranz.

Colvin Park (Kingston P. O.), Ill.—Wm. Swift has moved to Rockford.

Aurora, Ill.—Fire slightly damaged the Aurora City Mills on June 1.

Yates City, Ill.—Robert M. Hall has equipped his feed mill with lightning rods.

Maple Park, Ill.—Wm. Rusk, who was with the Grain Marketing Co. here, has located in Milwaukee.

Granville, Ill.—Chris Wald now operates the Granville Flour Mill, having recently purchased it from A. B. Querciagrossa.

La Prairie, Ill.—The La Prairie Farmers' Co-operative Elevator Co. plant was sold to Lewis & Wilson. Consideration \$7,500.

Arlington Heights, Ill.—There was a fire in the hoist house of the coal silos of the Arlington Elevator & Coal Co. on June 1.

Harmon, Ill.—Donald Dunlap is the new mgr. of the Farmers Grain, Live Stock & Co-operative Ass'n, succeeding Frank Reece.

New Douglas, Ill.—William H. Prange died Saturday, May 30. He was in his 69th year. He was with the Prange Mfg. & Elevator Co.

Alta, Ill.—The Alta Farmers Elevator Co. has completed the construction of a 16,000-bu. cribbed elevator which replaces the one burned last January.

Cisco, Ill.—W. S. Amsworth is mgr. of the Cisco Co-operative Grain Co. and not Albert Leach, who is the bookkeeper, as was erroneously stated.

Fairbury, Ill.—The elevators operating here are the S. C. Bartlett Co. of Peoria, the Corn Belt Elevator, operated by John Meister, and the Farmers Grain Co.

Mendota, Ill.—Eckert & Ray, formerly Cavanaugh & Ray, at this point, are members of the Chicago Board of Trade, with John A. Eckert as representative.

Colmar, Ill.—G. E. Hendricks of Plymouth was named mgr. of the Colmar Farmers Elevator Co. to succeed D. A. Alexander who resigned. Mr. Hendricks assumed charge June 1st.

Mt. Auburn, Ill.—Wm. Hight resigned as cashier of the First National Bank to assume the management of the Hight & Cline Grain Elevators. He succeeds his brother, J. C. Hight.

Essex, Ill.—The Essex Farmers Co-operative Elevator Co., recently incorporated, have taken possession of the Dunn Elevator, which they purchased some time ago. Thos. Callighan, it is said, will manage the plant.

Lincoln, Ill.—K. Murphy, mgr. of the local office of the M. L. Vehon Commission Co., recently opened, has been transferred to Springfield. P. D. Maxwell, formerly with Bartlett-Frazier, is his successor here.

Mt. Sterling, Ill.—Theodore Brandt has succeeded C. A. Rossen as mgr. of the Lewis-Wilson Elevator Co. Mr. Brandt recently resigned from the local management of the Central Illinois Public Service Co.

Coles Station (Coles P. O.), Ill.—Ed. Morris bought the interest of J. B. Stone, his partner in the firm of Morris & Stone, who operate an elevator here. Mr. Stone retired because of failing health. Mr. Morris intends to conduct the business in his own name.

Springfield, Ill.—The mining industry in Illinois is practically ruined under the domination of wage control by agitators to whom the labor has been delivered by law. Similar ruin awaits other industries if the anti-injunction bill is enacted. This bill has passed the senate; and if it passes the house the courts will be unable to protect life and property during a strike.

Galton, Ill.—J. E. Collins & Son have dismantled most of the plant here which is being rebuilt. The new corn crib will have a capacity of 35,000 bus. of ear corn. New machinery and a dump will be installed. Work will be completed in time for arrival of new crop.

Argenta, Ill.—The A. & O. Grain Co. has incorporated; capital stock, \$100,000. Officers of the company are: F. L. Evans, Decatur, pres.; H. L. LeGrand, v. p.; M. C. Cooper, secy.; M. C. Luckenbill, assist. secy.; R. R. Carroll, treas. The officers are also the directors. The new corporation has taken over the Argenta Grain Co., the Oreana Grain Co. and the elevator at Green Switch. H. C. Luckenbill will manage the Argenta plant and M. C. Cooper will have charge of the other two properties. Operation of the new organization was begun June 1st.

CHICAGO NOTES.

The Standard Elevator Co., incorporated; capital stock, \$5,000. It will handle the public elevator business of the National Elevators which are owned by the Grain Marketing Co., formerly the property of Rosenbaum Bros.

Memberships in the Board of Trade have advanced \$200 within a few weeks, selling this week at \$7,700 net to buyer. New members recently admitted on the Board of Trade are E. R. Bacon, Boston; Edw. N. Johan, Boone, Ia.; Sidney T. Smith, Winnipeg; Chas. B. Burke, Sacramento; Stephen C. Ladd, Irving P. Schuster, Henry M. Wolf, Harry H. Gernhel. Applicants for membership: Joseph G. Clayton, Herman B. Stoltze, Woodbury S. Agar, Jr., John J. Schulte, Daniel F. Murphy, Wm. P. Cavanagh, Harold J. Droeger, Harry Dushoff. Applicants for transfer of membership: Howard E. Colgan, Est. John B. Scott, John H. Karskens, James S. Agar, Gwynn L. Gwynn, Est. Robt. W. Roloson, Harry N. Bell, Geo. E. Walsh, John W. Probasco.

INDIANA

Elkhart, Ind.—During a recent storm the Pancost Mill was slightly damaged by lightning.

Auburn, Ind.—The Auburn Roller Mills was damaged by fire caused by lightning on May 26. Loss small.

Fort Wayne, Ind.—The McKay Grain Co. here is now a member of the Chicago Board of Trade, being represented by W. D. McKay and P. A. Copenhaver.

Scottsburg, Ind.—The Eberts Grain Co. of Louisville, Ky., leased ground here from the Pennsylvania Ry. on which to erect a building for a feed exchange.

Winslow, Ind.—Keller B. Thompson, who bought the interest of Herman Bryant in the Winslow Mill, has been named pres. and general mgr. of the company.

Sedalia, Ind.—Milner & Paul, who operate the Sedalia Mill & Grain Co., which they lately bought, are installing a new motor driven high speed Gruendler Feed Grinder.

Stonehead, Ind.—The flouring mill operated here by Leonard Wheeler, which was burned a few weeks ago, will not be rebuilt, which leaves Brown county without a flouring mill.

Oaktown, Ind.—L. L. Blann, pres. of the Oaktown Bank and Sarter & Clark, grain dealers, bought the interest of F. J. Townley in the F. J. Townley Grain Co., and will operate under the name of the Emison Grain Co.

Hortonville, Ind.—Receiver A. M. Stephenson reports that the Hortonville Co-operative Elevator Co. was hopelessly insolvent. The total investment and indebtedness was \$27,000. The building was sold to Grant Caca & Sons for \$5,000 and the merchandise for \$2,000. A few farmers had \$1,000 in stock, some \$700, several \$500 each, but most of the subscribers lost only \$100 each. Twenty-five farmers signed a written agreement guaranteeing a Sheridan bank against the loss of notes of the company amounting to \$5,279.76. These same stockholders have raised and placed in a Sheridan bank to the credit of the receiver \$3,120, and Stephenson has in round numbers \$1,000 cash on hand which will be applied on the obligations of the company. Approximately \$1,400 more must be raised by the stockholders besides all of them will lose their original investment. The report further shows that the receiver has paid on the indebtedness of the company the sum of \$3,800 to the First National Bank of Sheridan and \$3,200 to the Farmers National Bank, also of Sheridan.

South Whitley, Ind.—J. W. Whittenberger has leased the local flouring mill and the plant resumed operation under his management.

Muncie, Ind.—E. E. Elliott of the Woodbury-Elliott Grain Co. was named a member of the wheat committee of the Indiana Millers' Ass'n.

IOWA

Plymouth, Ia.—The Farmers Elvtr. Co. elvtr. burned.

Algona, Ia.—The report that an elvtr. was burned here is erroneous.

Gifford, Ia.—H. N. Edmondson has under construction a new office bldg.

Tennant, Ia.—The Farmers Elvtr. Co. elvtr. was damaged by tornado recently.

Grinnell, Ia.—A new flour room has just been added to the plant of the Farmers Elvtr. Co.

Ferguson, Ia.—The plant of the Farmers Elvtr. Co. was recently damaged by fire. Loss, \$2,500.

Omaha, Neb.—The Rock Island Railroad Co. will make repairs on the old elvtr., costing \$12,000.

Neola, Ia.—The plant of the Dawson Grain Co. is being covered with galvanized iron, roof and sides.

Hayfield, Ia.—The rebuilding of the 40,000-bu. annex elvtr. of the North Iowa Grain Co. is now in progress.

Boone, Ia.—The Chris Williams elvtr., operated by the Gifford Grain Co., was burned May 23. Loss, \$30,000.

Thor, Ia.—M. A. Nelson of Crystal Lake bought the B. F. Greenfield elvtr. and will assume charge on July 1.

Webb, Ia.—L. J. Neilson took possession on June 1 of the DeWolf Grain Co. elvtr. which he purchased some time ago.

Sioux City, Ia.—The Sioux City Mill, operated by the Martens & Ketels Mfg. Co., was damaged during a windstorm on June 1.

Sioux City, Ia.—David W. Stewart has been named president of the Chamber of Commerce succeeding F. L. Eaton who recently resigned.

Duncombe, Ia.—The Farmers Elvtr. Co. elvtr., recently completed and now in operation, is an iron clad structure with a 40,000-bus. capacity.

Onawa, Ia.—The Sioux Grain Co., which went into the hands of a receiver last July and has been operated by the trustee since, was sold on May 26.

Grand Junction, Ia.—The Cramer Grain Co. elvtr. is now the property of Earl Beaty of Jefferson. Mr. Beaty will assume charge on July 1.

Taintor, Ia.—The Taintor Co-operative Shipping Ass'n has let the contract for the construction of a new elvtr. to replace the one lost by fire.

Chickasaw, Ia.—The Sloat & Fallgatter Mfg. Co., incorporated; capital stock, \$10,000. Incorporators are W. A. Dorris, C. K. and Kermit Fallgatter.

Galva, Ia.—We have taken over the W. T. Joyce Lumber Co. here and are merging the stocks into one.—Galva Union Elvtr. Co., Geo. F. Miller, mgr.

Cedar Rapids, Ia.—The T. G. White mill property was sold by T. J. Davis to John S. Reinheimer who will operate a feed mill after property is repaired.

Perry, Ia.—The Beach-Wickham Grain Co. has reopened the offices here in the former location with Robert Start as mgr., retaining their office at Boone.

Dysart, Ia.—Clarence Rawson bought an elvtr. here which he is now operating. He has been assisting his father-in-law who operates an elvtr. at Garrison.

Allendorf, Ia.—The Farmers Co-operative Elvtr. Co. elvtr. will be built of concrete and have a capacity of 22,000 bus. The contract has been let to Russ Koser of Sibley.

Cedar Rapids, Ia.—George Camp Douglas, son of the Quaker Oats manufacturer, died suddenly recently in Paris. His father was drowned at the sinking of the Titanic.

Spencer, Ia.—W. H. Hubbard, who for a number of years owned and operated the W. H. Hubbard Grain Co., at Mason City, has located here to be the local representative of the Grain Marketing Co.

Rock Rapids, Ia.—John H. S. Kelliher, aged 62 years, died here recently following a long illness. He was for many years a grain buyer at Rock Rapids and Alvord for the Peavey Grain Co. and W. H. Lunt.

Dinsdale, Ia.—C. Boots of Algona has been named mgr. of the Dinsdale Lumber & Grain Co., to succeed John McKune who resigned. Mr. McKune will locate in Grundy Center, associating with an oil company.

Davenport, Ia.—Dow, Hale & Lerigo, grain and seed dealers increased their capital stock to \$25,000 and have added two members to the directorship of the company. Wallace Lerigo is pres. and John S. Dow is sec'y of the company.

Irvington, Ia.—The contract for the rebuilding of the burned elvtr., with 20,000-bus. capacity, and a new warehouse for the Farmers Co-operative Ass'n was awarded to McMurray Bros. The work on the warehouse is already in progress.

Pocahontas, Ia.—Ralph Beers, who operated two elvtrs. here, made an assignment in favor of his creditors. G. B. Peterson was named assignee. Many farmers of the immediate vicinity have last year's oats and corn in storage in the plant.

Council Bluffs, Ia.—A. R. Conklin, aged 50 years, a carpenter, while laying a floor in the attic of the Flanley Grain Co. elvtr., May 18, slipped on a timber and fell 70 feet to the planked floor at the bottom of the grain bin and was instantly killed.

KANSAS

Seguin, Kan.—Robinson Mfg. Co. will install a Trapp Truck Dump.

Miltonvale, Kan.—Harry Brooks recently bought the Miltonvale Mill.

Arlington, Kan.—The Arlington Elvtr. Co. has incorporated; capital stock, \$9,975.

Caldwell, Kan.—The Doster Elvtr. Co. of Caldwell has incorporated; capital stock, \$10,000.

Longton, Kan.—The Rea-Patterson Mill & Elvtr. Co.'s plant is being remodeled and repaired.

McCraken, Kan.—The Farmers Elvtr. Co. is installing in its local plant a 15-h.p. G. E. Motor.

Wichita, Kan.—S. P. Kramer sold his membership in the Board of Trade to the Rickel Grain Co.

Herndon, Kan.—C. A. Glad has under construction on his farm near here a 10,000-bu. grain elvtr.

Argonia, Kan.—Chas. Farmer is the owner of the Argonia Mill which he recently bought from J. S. Dillon.

Buffalo Park, Kan.—The Robinson Mfg. Co. will overhaul its elvtr. and do some remodeling. Star Eng. Co. will do the work.

Harper, Kan.—The Bowersock Mills & Power Co. let the contract for the installation of new Howe Truck Scales in its elvtr. here.

Trenton (Salina P. O.), Kan.—The Shellabarger Mill & Elvtr. Co.'s plant was recently slightly damaged during a windstorm.

Coleman Spur (Valley Center P. O.), Kan.—The N. Sauer Mfg. Co.'s elvtr. was damaged on May 14 during a windstorm. Loss small.

Ansonia, Kan.—Howard E. Green, founder and principal owner of the Ansonia Flour & Grain Co., is retiring from business. The company will dissolve.

Marietta, Kan.—The Farmers Elvtr. Co. is building a 15,000-bu. cribbed steel clad elvtr. with a steel roof to replace the one destroyed by fire. Equipment will include one leg, Western Sheller and Cleaner and a Howe Hopper Scale. The Van Ness Const. Co. has the contract.

Scammon, Kan.—H. F. Souder of Pittsburg, bought the A. C. Stoker Grain Co., which he will operate under the name of the Stoker Grain & Produce Co.

Minneapolis, Kan.—Burglars entered the offices of the Farmers Elvtr. Co. recently, breaking plate glass windows to gain entrance but found nothing of value.

Dillwyn, Kan.—H. W. Smith has succeeded Geo. Beals as mgr. of the Dillwyn Grain & Supply Co. Mr. Beals, the former mgr., has located at Humboldt, Ia.

Halstead, Kan.—Thieves entered the office of the Farmers Co-operative Grain & Mercantile Co. recently and tampered with the safe but secured nothing of value.

Beeler, Kan.—The Farmers Co-operative Grain & Supply Co. bought the West elvtr. of the Moses Bros. Mills. The East elvtr. was bought by the Walnut Creek Mills.

Chetopa, Kan.—The Shields Grain Co. has perfected plans for the installation of new power feed mill. They do an extensive wholesale and retail grain and feed business.

Iola, Kan.—Burglars recently wrecked the safe in the office of the Iola Mill & Elvtr. Co. with nitro-glycerin and carried away \$35 in cash and negotiable paper valued at \$200.

Wichita, Kan.—We have not incorporated our firm; we applied for paper for another firm but think we will not incorporate for some time, probably not at all.—Bedell Elvtr. Co., O. E. Bedell.

Calvert, Kan.—The Robinson Grain Co.'s elvtr. was lately burned with contents. The main offices of the firm are at Salina. Joe Rogers was mgr. of the local plant. It was partially insured.

Wells, Kan.—Chas. Woodruff is the new mgr. of the Wells Co-operative Elvtr. Co., succeeding Wm. Lawson who was mgr. for several years and will now manage the Farmers Co-operative Ass'n at Delphos.

Dodge, City, Kan.—The Hall Grain Co. has let the contract to the Star Engineering Co. for a studded, ironclad elvtr. of 10,000 bus. capacity; to be equipped with truck dump, motors, 10-ton scale and automatic scale.

Wichita, Kan.—The Ross Bros. Seed Co. warehouse which is owned by the estate of the late Mrs. Mary Ross and J. J. Campbell and was recently burned will be replaced by a brick building at a cost of \$25,000. The insurance on the destroyed plant was \$22,000.

Columbus, Kan.—Frank Williams accidentally stepped into a corn sheller at the elvtr. of Len Wilson and the foot was so badly mangled it necessitated amputation of his leg. Williams had been at work but an hour when the accident occurred. His foot turned on an ear of corn or a cob and threw him into the sheller.

Harper, Kan.—H. O. Davis is the new mgr. of the Harper Mfg. Co., assuming the position on June 1. The mill has not been in operation for four years. The plant was bought last spring by the Kansas Mfg. of Wichita, which has spent considerable money in remodeling. It is a 350-bbl. per day capacity plant.

Winfield, Kan.—The Winfield Farmers Union will erect a new warehouse which will be almost fireproof as it will be constructed mostly of concrete and tile. It will provide new offices, an assembly room for the directors and will have a storage capacity of 25 cars of grain or feed. Work on the structure is to be started shortly.

Leavenworth, Kan.—The Kansas Co-operative Grain Co., a subsidiary of the Kansas Wheat Growers Ass'n and the Kansas Wheat Marketing Ass'n, has taken title to the Kansas Central Elvtr. and will begin operating it July 1st. John Vesceky is president; L. L. Wilson, secy.-treas., and W. W. Young, mgr. of the new company.

Wichita, Kan.—G. G. Yancey, who has succeeded Dewey Hunter as local mgr. for Goffe Carkener Grain Co., is a candidate for membership in the Board of Trade. Roy Denton, who is associated with the John Hayes Grain Co., is a candidate for membership on the transfer of F. C. Hoose. Otto Bueke, who is associated with the Goffe Carkener Grain Co., has applied for membership in the Board of Trade on the transfer of W. J. Gerhart. W. W. Wallis, with the Clark Burd Grain Co., is an applicant for membership in the Board of Trade on the transfer of W. T. Whitney.

KANSAS CORN

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Hutchinson, Kan.—The R-V Grain Co. has been organized by L. H. Rethorst and R. W. Vance to do a general carlot grain business. L. H. Rethorst was formerly mgr. for the Kansas Grain Co. here, and R. W. Vance, until recently, was mgr. of the Consolidated Elvtrs. Both members of the firm are members of the Board of Trade.—Cal.

Hutchinson, Kan.—The Consolidated Elvtrs. has discontinued business. This company was formed to operate the country elvtrs. of the Consolidated Flour Mills, and to conduct a general grain business. The Consolidated Flour Mills now handles its elvtrs. under a grain department within its own organization, with Bruce Young in charge.—Cal.

Caldwell, Kan.—A \$5,000 elvtr. is now under construction to replace the one recently burned. It is a unit in the Damon Grain & Produce Co., a \$35,000 firm which is replacing the Caldwell Mfg. Co. J. E. Damon, the mgr. of the concern, has acquired the controlling interest with only his brother, Chester Damon, holding one block of stock in the new organization. The company also owns the 20,000-bu. elvtr. at Doster, formerly owned by the milling company.

KENTUCKY

Poole, Ky.—The new flour mill, under construction here, is expected to be in operation the latter part of month.

Stephensport, Ky.—Lawler & Jagers Mfg. Co. was burned to the ground on May 29. Origin of fire unknown. Loss, \$20,000; insurance, \$8,000.

Morganfield, Ky.—Two additions are under construction on the plant of the Morganfield Roller Mills. The additions will greatly enlarge production and storage.

LOUISIANA

Shreveport, La.—The Fowler Commission Co., formerly Shreveport Mill & Elvtr. Co., has completed plans for the erection of an addition which will double the capacity of the plant. Work is to be started within 90 days.

Shreveport, La.—The new concrete and steel mill and elvtr. under construction for the Shreveport Grain & Elvtr. Co. is nearing completion. The new structure will have a capacity of one-half million bu. and a complete cleaning and sacking equipment. It will handle 50 cars per day.—L. B. Finley will be the mgr.—Frank Davis.

MARYLAND

Baltimore, Md.—Michael J. Gehring died here on May 28 of heart trouble. He was for many years assistant superintendent of the Pennsylvania RR. grain elvtr. here.

MICHIGAN

Coral, Mich.—The Skeoch Elvtr. name has been changed to A. R. Fisher, the new owner and operator.

Bay City, Mich.—A windstorm on June 1st destroyed the chimney of the Cass Bean & Grain Co. and damaged the stock.

Adrian, Mich.—The local plant of the Detroit Mfg. Co. was sold on May 25 at sheriff sale. Sale included real estate, buildings, together with equipment and machinery.

North Branch, Mich.—The North Branch Producers Ass'n will cease operation in order to adjust affairs as the finances of the corporation are insufficient to continue. Mismanagement and lack of co-operation are at fault. The plant was purchased from the North Branch Grain Co. a few years ago at war time prices and the plant and lumber yard, with supplies, have depreciated. There are more than 200 stockholders with shares at \$100 and many are obligated with collateral notes of like amounts. It is believed that practically all of the collateral resources will be needed to liquidate the indebtedness.

MINNESOTA

Fosston, Minn.—Fire slightly damaged the mill of S. S. Stadsvold on May 20.

Waverly, Minn.—The elvtr. here owned by the Cargill Elvtr. Co. will be dismantled.

Tracy, Minn.—T. E. Ibberson Co. has installed a Strong Scott Dump in the plant of Pryor & Rowell.

Tyler, Minn.—Lars B. Seljevoid was named mgr. of the Farmers Elvtr. Co. and will assume charge on June 15.

Minneapolis, Minn.—The Minneapolis Mfg. Co. will install a 360-h.p. Fairbanks-Morse Diesel Engine in its auxiliary power plant.

Smith Lake (Cokato P. O.), Minn.—The Cargill Elvtr. Co. is wrecking its plant here preparatory to relocating farther West.

Green Isle, Minn.—Frank Murphy of Eden Valley is the new mgr. of the Equity Elvtr. Co. here, succeeding Dan Egan, who recently was found dead.

Minneapolis, Minn.—H. A. Willoughby died here suddenly on May 24. He was for 20 years associated with the Minnesota Grain Inspection Department.

Danvers, Minn.—The Farmers Elvtr. Co. has installed electrical equipment in its plant and added new legs. The T. E. Ibberson Co. had the contract.

Minneapolis, Minn.—Elvtr. "K" of the Sheffield Elvtr. Co. was damaged June 6 by fire which originated in the working house. Loss about \$40,000.

Minneapolis, Minn.—A creditors' committee, all members of the Chamber of Commerce, is supervising the liquidation of the affairs of Otto H. Zimmerman.

Duluth, Minn.—New members admitted on the Board of Trade are W. G. Kellogg, W. J. McCabe. Applicants for transfer are Harry C. Olson, R. M. Knox.

Fairmont, Minn.—W. J. Boujan is the new mgr. of the Vye Grain Co., succeeding Lew Evans, who was promoted to the management of the Sioux Falls branch.

Bird Island, Minn.—The Farmers Elvtr. Co. is building a coal handling plant which will be modern in equipment for unloading also. The T. E. Ibberson Co. is doing the work.

Bird Island, Minn.—The Bird Island Grain & Feed Co. has awarded a contract to the T. E. Ibberson Co. for the installation of a Strong Scott Dump and making repairs on plant.

Ashcreek, Minn.—The Farmers Elvtr. Co. has changed to co-operative organization; the capital stock was raised from \$25,000 to \$50,000 and the value of the stock was raised from \$25 to \$100.

St. Cloud, Minn.—W. E. Coles, Jr., formerly with the St. Paul Mfg. Co., at St. Paul, has secured control of the Great Northern Flour Mfg. Co. which also operates a grain elvtr. He assumed immediate charge.

Watson, Minn.—A. G. Dahl resigned from the management of the Watson Farmers Elvtr. Co. plant here, effective July 1. I. S. Kittle-son was named his successor. Mr. Dahl bought an elvtr. at Dawson.

Porter, Minn.—A Strong Scott Dump has been installed in the elvtr. of the Eagle Roller Mills here, at their station in Redwood Falls and also at the Tracy station. All the work was done by the T. E. Ibberson Co.

Wheaton, Minn.—The National Elvtr. Co. has awarded a contract to the T. E. Ibberson Co. for the erection of a 6-bin coal plant here and a 10-bin coal plant at Dumont. Modern equipment for handling coal will be installed.

Minneapolis, Minn.—The O. T. Johnson Co. incorporated; capital stock, \$25,000; incorporators, Otto T. Johnson, A. R. Briggs and H. C. Wyman. The company will do a wholesale and retail business in grain and cereals.

Cobden, Minn.—The Eagle Roller Mills is making repairs on its elvtr. and installing a new 10-h.p. Fairbanks Engine, a 10-ton Fairbanks Scale and a Strong-Scott Dump. The work is being done by the T. E. Ibberson Co.

Woodlake, Minn.—The Farmers Elvtr. Co. has under construction a new coal handling plant which will contain 10 bins and be equipped with machinery for handling coal automatically. The T. E. Ibberson Co. has the contract.

Clarkfield, Minn.—The Great Western Grain Co. is building a new foundation and making other improvements in the local plant. A Kewanee Dump was also installed. At the plant at Klosner a new dump was installed and other improvements were made. T. E. Ibberson Co. had the contract for the work at both stations.

Minneapolis, Minn.—The St. Anthony Elvtr. Co., which was incorporated here in 1886, has filed a petition for the voluntary dissolution. The hearing will take place on June 17. There are 4925 shares at \$100 per share and more than 80 stockholders in the corporation.

Hancock, Minn.—The new elvtr. now under construction for W. L. Johnson is rapidly nearing completion. It has 14 bins, 2 legs, and is iron clad. A 5-bin coal shed is also being built with coal handling equipment installed. With a very elaborate office building, large mill and flour storage this is a fine plant. T. E. Ibberson Co. has the contract.

Amiret, Minn.—The Farmers Elvtr. Co. is dismantling the Struthers elvtr. which they lately bought, and will build a large flour house and modern elvtr. on the site. The contract for buildings has been awarded to the T. E. Ibberson Co. Elvtr. will have a capacity of 25,000 bus. and equipped with a rapid handling apparatus. Elvtr. is in addition to one company is now operating and will be covered with iron, will have an extra office and engine room. Fire apparatus will be installed, served by large water storage built into the ground. Fire pumps and hose equipment will also be installed.

MISSOURI

Rushville, Mo.—The Rushville Elvtr. Co. suffered slight loss on May 20 during a windstorm.

Darlington, Mo.—The mill operated here by Mr. Tennant and owned by Alexander Owens, was recently burned.

St. Louis, Mo.—A. H. Handlan bought the Regina Flour Mills property, which occupies one-half of a block.

St. Louis, Mo.—O. Wagner, Jr., was named ass't mgr. of the grain and feed department of the Anheuser-Busch, Inc.

Sibley, Mo.—The elvtr. recently bought by Rex Hendrick is the local station. It has been in operation for some time.

Jasper, Mo.—C. W. Gividen was elected mgr. of the Farmers Co-operative Elvtr. Co. to succeed U. Gray who resigned.—P.

Mexico, Mo.—Nick Schmidt, the new mgr. of the Producers Grain Co., has assumed charge of the plant, which is again in operation.

St. Louis, Mo.—Herman F. Wright, who assumed the position as assistant sales mgr. of the Marshall Hall Mfg. Co. on June 1st is posted for membership in the Merchants Exchange.

St. Joseph, Mo.—Farnum, Winter & Co. have acquired the lease held by the Shannon Commission Co. assuming control on June 1st. They will operate a wire office in the Corby building.

Palmyra, Mo.—At a recent meeting of the directors of the Peoples Mill & Distributing Co., which has lately been incorporated, J. A. Dearing was elected mgr. The mill is now in operation.

Farmington, Mo.—Henry and D. F. Giessing have bought the interest of their brother, Peter Giessing, in the Giessing Mfg. Co. The retiring member of the firm, with Mrs. Giessing, will locate in Los Angeles.

Kennett, Mo.—L. S. McFadden is now owner of the Mead Mfg. Co., which has been leased by McFadden & Co. of which he is pres. He will continue the business and install new machinery by fall for the manufacture of mixed stock feed.

Willow Springs, Mo.—The Missouri Power & Development Co. incorporated; capital stock, \$150,000; incorporators, M. B. Messler, Elmo Bradsher and H. W. Wright, Jr. They will operate a flour mill and ice plant and an electric light and power company.—P.

St. Joseph, Mo.—B. V. Wasser and Martin Hayes, who for years operated the Shannon Commission Co. office here, became associated with the J. C. Moats & Co. on June 1 in the Corby building. The Moats Co. is operating a wire house with Jackson Bros. of Chicago as correspondents.

Boonville, Mo.—The new elvtr. to replace the one burned recently for the Farmers Elvtr. Co. is now under construction and to be completed within a month. It will be a larger structure than the one destroyed and will be entirely covered with galvanized iron. It will be modern in every respect, having automatic scale of 15 h.p. with an overhead dump. J. M. McClean Const. Co. has the contract.

St. Louis, Mo.—Henry G. Craft died May 25, aged 80 years. He was a member of the Bermet, Craft & Kauffman Mfg. Co. and was one of the most widely known and popular millers of the country. He retired recently from the presidency of the St. Louis Millers Club.

St. Louis, Mo.—Ralph Brissenden of Cape Girardeau is chief clerk of the local grain inspection department, succeeding Edward G. Marsh of this city. J. J. Gilmarten, who has been with the department for many years, retains his position as chief deputy inspector.

Moselle, Mo.—The Moselle Mfg. Co. plant burned May 23. It was built in 1847 and partially burned in 1870. The exterior of the mill still stands and the walls, though 78 years old, are intact. Feeds were manufactured in recent years. William C. Dickerson, owner of the plant, will not rebuild. He will embark in the flour and feed jobbing business.

St. Louis, Mo.—Samuel Jenks Smith died here recently following a stroke of apoplexy. He was in his 81st year and located here 63 years ago. He was a member of the Merchants Exchange and active until his death, being on the floor a few days prior to his passing. He was also a member of the Philadelphia Bourse and served as its pres. for 1 year.

KANSAS CITY LETTER

The McCord Logan Grain Co. has gone out of business.

The Uhlmann Grain Co. is installing a 1,000-bu. per hour Morris Grain Drier in its Katy elvtr.

The Washburn-Crosby plant, now under construction, was damaged by fire on May 24. Loss small.

F. W. Hipple is making an effort to reorganize the Hipple Grain Co., which has recently been closed.

W. W. Young, who is mgr. of the Kansas Co-operative Grain Co., will manage the Chicago & Alton Elvtr.

Chas. E. Fisher is an applicant for membership in the Board of Trade on the transfer of C. F. McCord. The membership sold for \$9,500, including the \$500 transfer fee.

Edmund M. Marshall, who recently acquired the membership of F. W. Hipple in the Exchange, is 22 years old and will probably be the youngest member on the Exchange.

Art J. Mann has closed his office at Clinton, Mo., and is now in charge of the Southern coarse grain trade for B. C. Christopher & Co. He will continue to operate his elvtrs. at Deepwater and Montrose, Mo.

John Fennely, export mgr. for the Hall-Baker Grain Co., has returned after a several months' sojourn in Eastern health resorts and a trip to Bermuda. His health is much improved, but he will not be able to resume work for some time.

MONTANA

Billings, Mont.—The Logan & Bryan Co. will establish a wire office here shortly.

Forest River, Mont.—The Farmers Elvtr. Co. installed in its plant here a 60-in. Country Type Simplex Cleaner.

Nibbe, Mont.—The Powers Elvtr. Co. will install a 6-ton Strong Scott air and wagon dump in the near future.

Highwood, Mont.—The elvtr. of the Gallatin Valley Mfg. Co. was recently damaged during a windstorm. Loss small.

Big Timber, Mont.—The Strauss & Co., Inc., elvtr. was burned on May 24. Several thousand bushels of wheat and oats were lost. The company will rebuild.

Wheat Basin, Mont.—The Powers Elvtr. Co. has installed a 6-ton Strong Scott Air Truck and Wagon Dump and a 5-ton Fairbanks Weighing Out Hopper Scale. General improvements were made on the plant. The Occident Elvtr. Co. is installing a Kewanee Air Truck and Wagon Dump and reshingling the elvtr.

NEBRASKA

Plattsmouth, Neb.—C. D. St. John is erecting a new mill on the site of the old one recently burned.

Belgrade, Neb.—Fire caused by engine sparks recently burned the A. B. Hord Grain Co. elvtr. to the ground.

Grand Island, Neb.—The Reinking Grain Co. has under construction the erection of concrete iron coal bins to cost \$2,000.

Oshkosh, Neb.—The Lexington Mill & Elvtr. Co. bought the property of the Farmers Elvtr. Co. Consideration, \$8,000. New management takes charge July 1.

Omaha, Neb.—In a recent court decision the ruling of the Grain Exchange which gives members and the Exchange priority in claims against members was held valid. The court denied a suit of the Indemnity Insurance Co. against the Exchange in which an effort was made to collect \$4,450 from the sale of two memberships formerly owned by the Miller Wilson Grain Co., which has failed.

NEW ENGLAND

Montpelier, Vt.—The Vermont Grain Dealers Ass'n will meet here in the Vermont Hotel, June 25-26, according to C. F. Dowe, sec'y, St. Albans.

Boston, Mass.—The Massachusetts Grain Dealers convention will be a great event as all New England grain members of the grain trade have been invited. The meeting will be held this month.

Boston, Mass.—Trustees elected at a meeting of the directors of the Grain & Flour Exchange on May 22 to serve for the permanent fund of the Exchange are: Milton L. Cushing, Dean K. Webster and Bernard J. Rothwell. A special committee was also appointed for the purpose of considering the changes in feed rules as proposed by the U. S. Feed Distributors Ass'n.

New Haven, Conn.—Walter E. Crittenden, pres. and treas. of the Crittenden-Benham Co., will retire from the grain business to become sec'y of the Y. M. C. A., taking up the new work on September 1. Mr. Crittenden was graduated from Yale in 1900. He has extensive business interests at Derby and Shelton and is very active and prominent in various religious, political and social activities in New England.

Boston, Mass.—The Grain & Flour Exchange in a recent meeting adopted rules used by the old grain board of the Chamber of Commerce. New rules on "trade in" and inspection of flour and semolina were adopted and many old ones of no value were eliminated. Regulations are now modern, conforming to the new conditions of shipping and handling flour. Amendments to the by-laws were adopted. A drive was made to secure associate memberships since the active membership of 200 limit has been attained.

NEW MEXICO

Anthony, N. M.—The flour mill owned by J. A. Sellar and the warehouse adjoining it were recently burned to the ground.

NEW YORK

Buffalo, N. Y.—The new Marine Elvtr., now under construction, is to be completed next month.

Gardiner, N. Y.—On May 22 the warehouse of the Central Co-operative Ass'n was totally destroyed by fire.

Elmont, N. Y.—L. K. and C. C. Handle have incorporated the Sunrise Wet Grain Supply Co. here for \$5,000.

Buffalo, N. Y.—William E. Kleiner let a contract for the construction of a 1-story concrete elvtr. to cost \$30,000.

Buffalo, N. Y.—Representatives of the Maple Leaf Mfg. Co. of Port Colborne, Ont., were here recently seeking a site for the establishment of a mill.

Albany, N. Y.—Frank C. Herrick, chairman of the Albany Port Commission, said that Waterloo Island, just south of Albany, is being considered as a site for a grain elvtr. and cold storage plant.

Buffalo, N. Y.—W. H. Hudson, who for years was located in Chicago and has managed, until recently, the Export Elvtr. here, is now mgr. of the Buffalo Cereal Co., succeeding H. C. Lee, who lately became mgr. of the Eastern States Farmers Exchange.

New York, N. Y.—John F. Gerard, who has been associated with the Buffalo plant of the Hecker-Jones-Jewell Mfg. Co., was transferred here and placed in charge of the wheat department, succeeding the late E. R. Coker. Mr. Gerard will also represent the mill on the Produce Exchange.

NORTH DAKOTA

Larimore, N. D.—The elvtr. of the Farmers Elvtr. Co. burned recently. Loss, \$10,000.

Pillsbury, N. D.—Fire slightly damaged the elvtr. of the Pillsbury Mfg. Co. on May 28.

Hillsboro, N. D.—The Equity Elvtr. Co. will build a new office and install a new cleaner in the plant.

Goodrich, N. D.—The J. Doering Grain Co. has let a contract for repairing the elvtr. and painting it.

Crosby, N. D.—The elvtr. of the Farmers Elvtr. Co. is being repaired and painted; a dump lift will also be installed.

Oberon, N. D.—The Equity & Trading Co. had a small fire at its plant on May 18, owing to a electrical short circuit in the elvtr.

Gardner, N. D.—The Farmers Elvtr. Co. and the Gardner Elvtr. Co. are installing new Fairbanks Scales and Kewanee Dumps in their elvtrs.

Parshall, N. D.—Work on the Parshall Farmers Co-operative elvtr. is progressing and the building is to be ready for occupancy by the fall buying.

Bismarck, N. D.—A fire on June 1 in the cooling tower of power house of the Russell Miller Mfg. Co.'s Occident Elvtr. resulted in small damage.

Lostwood, N. D.—The Farmers Elvtr. Co. will erect a 30,000-bu. elvtr. The contract was awarded the Younglove Construction Co. of Sioux City, Ia.

Essex, N. D.—The Farmers Elvtr. Co.'s new 25,000-bu. capacity elvtr. has just been completed and is in operation. It was built by the T. E. Ibberson Co.

Shepard (Cooperstown P. O.), N. D.—The Hickok Construction Co. installed a Strong-Scott Truck Dump in the plant of the Farmers Co-operative Ass'n.

Grand Forks, N. D.—Officers elected by the North Dakota Terminal Exchange are H. M. Webster, pres.; F. A. Lee, v. p., and O. L. Spencer, sec'y-treas.

Edmore, N. D.—The Edmore Grain Co. and the Van Osdel & Golding Co. are installing Strong-Scott Truck Dumps. The Hickok Construction Co. is doing the work.

New Rockford, N. D.—J. C. Smith bought the elvtr. properties here and at Divide from the Equity Co-operative Exchange. He is remodeling and repairing both elvtrs.

New England, N. D.—Chas. Kallis, aged 43 years, was killed in a grain elvtr. here when his clothing was caught in the drive shaft leading to the engine. He was an employe at the plant.

Durbin, N. D.—The directors of the Farmers Elvtr. Co. at a recent meeting were considering a new mgr. Mr. Halvershorn, the mgr. the past year, has resigned and will locate in Duluth.

Sanish, N. D.—J. C. Folven of Watford and W. E. Dyke of Berg have secured a site here on which they will erect an elvtr. They will operate under the name of the Farmers' Independent Elvtr.

Parshall, N. D.—The Robideaux Grain Co., which recently incorporated, is in full operation. The new grain firm will erect an elvtr. on the main highway. Mr. E. E. Robideaux formerly managed the Parshall Co-operative elvtr. here.



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Grain Spouting
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Hurdsfield, N. D.—The Farmers Elvtr. Co. plant is being generally repaired, a new roof built and the old boot tank replaced by a new one. A Strong-Scott Truck Dump was also installed. The work was done by the Hickok Construction Co.

Fargo, N. D.—Robert Love, a well known grain man who had been in the grain business at various points in the state, died here recently following a long illness. He retired from the grain business about two years ago and located here. His family survives.

Bismarck, N. D.—A conference will be held here on June 12 in the Senate Chamber of the State Capitol at 1:30 o'clock p. m. for the purpose of receiving suggestions from all persons interested in preparing rules for governing and supervising elvtrs. of the state by the Board of Railroad Commissioners.

Grand Forks, N. D.—Contracts have been let for the construction of the new buildings for the Russell Miller Mlg. Co. and the work is now in progress. The new buildings consist of an elvtr., 56 by 96 feet, and to be 106 feet high, and a warehouse, 96 by 80 feet. Buildings to be used in connection with the flour mill here. The elvtr. will have capacity of 126,000 bus. and will be equipped with a track scale and a number of leg cleaners, Fairbanks Morse Scale and Strong-Scott Dump in the drive way. An office building will also be built. J. A. Dinnie has the contract for concrete, brick work and excavating. The contract for the other work was awarded to T. E. Ibberson.

Sheldon, N. D.—The Great Western Elvtr. Co. is making various improvements in its chain of elvtrs. In the local station a new foundation is being built, the elvtr. raised and general repairing being done. At Nome, a Strong-Scott dump is being installed and a new foundation built besides other repairs made. At Morton a Richardson Automatic Scale is being added to the equipment and repairing done on plant. At Church's Ferry various improvements will be made and a Kewanee Dump installed. The Dahlen station will receive a new Kewanee Truck Lift in addition to various improvements. At New Rockford, a Strong-Scott Dump and motor power will be installed and other improvements made. The Leeds station will receive a Kewanee Dump and the station at Cooperstown will receive a Strong-Scott Dump. The T. E. Ibberson Co. has the contract for all the work and equipment.

Calio, N. D.—The Minnekota Elvtr. Co. is making improvements in its elvtr. and putting on a new roof, also installing a new Kewanee Truck lift. At the station in Umbria, a Kewanee Dump is being installed and other repairs made. At the stations in Fonda, Sutton, Selz, Logan and Revere, Kewanee Truck Lifts are being installed and extensive repairs made in and about the plant. At Glenfield and Fullerton, Kewanee Truck Lifts are being installed. At Courtenay, the elvtr. is being raised, a new foundation built and other repairs made and a Strong-Scott Dump installed. The Dodgen station is receiving a Strong-Scott dump, a new driveway, new Fairbanks Scale new legs and other repairs. The Tasco station, in addition to having a Kewanee Truck Lift installed, will have other repairs, new drive, new legs and equipment. At Max station alterations and repairs are being made. The T. E. Ibberson Co. has the contract for the entire chain of stations.

OHIO

Amanda, O.—The Huston Grain Co. succeeds the Huston & Swope Co. here.

Washington C. H., O.—The elvtr operated by E. A. Allen was recently damaged by fire.

Canal Winchester, O.—S. B. Swope is the owner and firm name of the Huston & Swope Co.

Liberty Center, O.—The North Western Ohio Farmers Grain Dealers Ass'n held its regular meeting here on June 1.

Toledo, O.—The Kieser Mlg. Co. recently incorporated, has taken over the Kasco Mills which also has an elvtr.

Bluffton, O.—The roof of the Bluffton Mlg. Co. plant was blown off during a storm on June 6. Loss to building and stock was small.

St. Paris, O.—The West elvtr. of the St. Paris Grain Co. was struck by lightning on June 6 setting fire in two places. Plant was free from dust which probably saved plant from destruction.

Bucyrus, O.—Chas. J. Hoover, who recently acquired the Bucyrus Equity Elvtr., sold the plant to Jay M. Ziegler and Geo. L. Schultz. The new owners assumed charge June 1.—C. W.

Isleta, O.—Receiver Frank A. Richmond has brot suit to recover balances unpaid on subscriptions to the stock of the Plains Co-operative Co., whose elvtr. has been leased to the Hanley Milling Co.

Toledo, O.—Edward Nettleton of the Imperial Grain & Mlg. Co., who has been at the hospital for several days, recovered sufficiently to be removed to his home. His friends will be interested to know he is improving.

New Bavaria, O.—The repairs and remodeling of our plant amount to about \$10,000. We put in a new boiler and engine, each 80 h.p.; built a fireproof power house, remodeled dumps and rebuilt and increased capacity of all elvtr. legs. We installed a 15-ton auto truck scale with old scale outside for weighing coal and covered entire plant with galvanized siding, built a new office and put cement in all of the basements. Plants will be ready for occupancy by June 15.—A. J. Hornung, mgr., Farmers Elvtr. Co.

Cincinnati, O.—The Cleveland Grain & Mlg. Co. will abandon its elvtr. here on Sixth and Harriet streets and cancelled its annual lease of the Big Four R. R., which it held for 12 years. The elvtr. has a capacity of 650,000 bu. and was built more than thirty years ago. It will be dismantled; site to be used by the Big Four. Frank L. Watkins, mgr. of the Cleveland Grain & Mlg. Co., said the grain would be removed within 30 days, but that the company would not withdraw from the grain trade despite the abandonment of the elvtr.

OKLAHOMA

Blanchard, Okla.—The Blanchard Grain Co. elvtr. was burned to the ground recently.

Ringwood, Okla.—The Farmers Elvtr. Co. elvtr. at this point is not yet in operation.

Eldorado, Okla.—The Leger Mill Co. plant was recently damaged during a wind storm.

Frederick, Okla.—Calvert & Abercrombie's elvtr. will be given a new roof and painted.

Enid, Okla.—The Enid Mlg. Co., which also operates an elvtr., will install new equipment.

Hillsdale, Okla.—The Enid Mlg. Co. Elvtr. was slightly damaged lately during a wind-storm.

Billings, Okla.—Roy E. Henry has succeeded A. R. Smith as mgr. of Billings Grain & Supply Co.

Lankin (Enid P. O.), Okla.—A windstorm lately slightly damaged the elvtr. of the Enid Mlg. Co.

Alva, Okla.—Work on the new elvtrs. for the Kansas Flour Mills is in progress and the elvtrs. are to be ready for occupancy by Aug. 1.

Pond Creek, Okla.—We are retinning our 8,000-bu. elvtr. and building a 2-car iron clad warehouse.—Walter Johnson, E. W. Johnson Grain Co.

Buffalo, Okla.—Wm. J. Parsons of Booker, Tex., is the new mgr. of the Farmers Co-operative Elvtr. Co., succeeding M. V. Braly who resigned.

Wagoner, Okla.—The elvtr. operated here by the Gilbert Grain Co. has been dismantled to make room for a hollow tile elvtr. which will be completed in time for the new crop.

Grove, Okla.—Mail directed to W. E. Jones is returned unclaimed. Recently it was announced that W. E. Jones was pres. of a new organization which would erect a milling plant and elvtr. here.

Oklahoma City, Okla.—J. L. Yergler, former grain buyer for the Oklahoma Mill Co., with headquarters at Kingfisher, has been named mgr. for the traffic and grain department of the Acme Mill Co. here.

Lahoma, Okla.—Extensive remodeling is being done here on the plant of the Farmers Elvtr. Co. It is being done under the supervision of N. E. Amos, mgr. of the plant. New cement basements and floors are being put under all of the bins.

Enid, Okla.—The Chamber of Commerce has established a bureau of traffic and C. A. Ray has been named traffic mgr. Mr. Ray is assistant traffic mgr. of the Southwest Wheat Growers Ass'n. He was formerly traffic mgr. of the Guthrie Mill & Elvtr. Co.

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OREGON

Klamath Falls, Ore.—A. C. Anderson purchased a building which he will remodel for the location of his feed store and storage.

Portland, Ore.—Work on the wooden cribbed bins for the Crown Mills operated by the Bal-four Guthrie & Co. is now in progress. It will occupy a space 100 by 50 feet.

Portland, Ore.—The Washington Grain & Mfg. Co. will operate four warehouses and one bulk elvtr., property of the Pacific Coast Elvtr. Co., which it has leased for one year. The elvtr. is at Creston and warehouses are stationed at Creston, Davenport, Omans and Rocklyn.

SOUTH DAKOTA

Carthage, S. D.—The Art Murphy Grain Co.'s plant was damaged recently during a wind-storm.

Worthing, S. D.—W. W. Thorpe, mgr. of the Farmers Elvtr. Co., closed the plant for the season.

Langford, S. D.—Palmquist & Schoemaker and the Olsen Grain Co. will install Kewanee Truck Dumps in their plants here in July.

Lake Preston, S. D.—A Strong-Scott Dump is being installed in the elvtr. of Gunder Lunde. T. E. Ibberson Co. is doing the installation.

Vermilion, S. D.—The F. R. Shilling elvtr. burned here on May 30. Loss on elvtr. and contents, \$15,000. It was a 20,000-bu. house and there were 9,000 bus. oats and other grain in storage.

Watertown, S. D.—Craser & Jacobs are installing a truck dump scale here and at their elvtrs at Rauville and Appleby. The Rauville and Appleby stations are also being rodded same as the local plant has been.

Pierre, S. D.—Frank Pettijohn, a well known grain man of Harrold, bought the power plant formerly owned by the Pierre Hay & Grain Co. The plant will be dismantled and an elvtr. erected on the site to be ready for the new crop.

Badger, S. D.—We have installed a New Improved Gerber Steel Double Distributor. E. I. Ousted, an independent buyer here, has rodded his plant with the best J. D. & E. G. rods, same as we used, and is now installing a truck dump—Farmers Co-operative Grain Co.

Dumont, S. D.—The Great Western Grain Co. has let a contract for work to be done at its various elvtrs. The local station is receiving new legs and other equipment. The plant at Gardner is receiving general repairs. In the Willow Lake station, which was recently purchased, extensive improvements will be made, new Fairbanks Scales and a new Kewanee Dump installed. The White Rock Station will receive new legs, boot tank and extensive other improvements. At the station at Wallace motor power will replace engine; other improvements will be made and a new Strong Scott Dump installed. At Inkster many improvements will be made. Revillo station will receive a Strong Scott Dump and the Naples station will receive a Strong-Scott Dump. In the station at Delhi, Minn., extensive improvements will be made and a Strong-Scott Dump installed. The work in all these stations, including the new equipment, will be done by the T. E. Ibberson Co.

Cresbard, S. D.—The Eagle Roller Mills is doing extensive work in its line of elvtrs. In the local station repairs are being made and a Strong-Scott Dump installed; at Aberdeen a Strong-Scott Dump is being installed. The Rockham station is receiving a Strong-Scott Dump, a Fairbanks-Morse Engine and other equipment. The Athol station will receive a Strong-Scott Dump. In the plant at Wessington Springs various changes will be made and a Strong-Scott manlift Dump installed. The Conde station will receive a Strong-Scott Dump. In the plant at Hitchcock a Fairbanks-Morse Engine, a Strong-Scott Dump and other equipment will be installed. The Raymond plant receives a Strong-Scott man lift, dump and other repairs. The station at Lake Preston will be repaired and a Strong-Scott Dump installed, while at Groton a Strong-Scott Dump will be installed. The station at Turton is being repaired and a new Strong-Scott Dump put in. At Frankfort a new foundation will be built, repairs made and a Strong-Scott Dump installed. The contract for all improvements and equipment was secured by the T. E. Ibberson Co.

Brentford, S. D.—Chas. Barker bought the Great Western Elvtr. which was managed the past year by John Kirby. The plant will be opened July 1 with R. C. Styles as mgr.

Wessington, S. D.—Extensive repairing is being done and new equipment is being added to the line of elvtrs. operated by the Atlas Elvtr. Co. The local plant is receiving new legs, motor power and other changes in the plant. The Rockham station will receive new motor and a Globe Dump. In the station at Raymond a new Globe Dump is being installed. Ordway station will have a new driveway and new Strong-Scott Dump. The Lebanon Station is receiving a 10 ton Howe Scale, Strong-Scott Dump and other improvements. Houghton station receives a new Strong-Scott Dump. Holabird station receives a new Strong-Scott Dump. At Hitchcock, besides other repairs, a Globe Dump will be installed. In the station at Gorman, new boot tank, legs and other changes will be made and a Strong-Scott Dump installed. At Groton a new office building will be erected and other repairs made. The station at Frankfort receives a new Globe Dump. At the station at Elrod extensive repairs will be made and a new Strong-Scott Dump installed. The Clark station will receive a new Globe Dump. At Gage general repairs will be made and a Strong-Scott Dump installed. The station at Cavour will receive a new Globe Dump. In the station at Turton, besides making repairs, motors will be installed to replace the old engine. In the station at Marshall, Minn., a Strong-Scott Dump will be installed. The contract for the work done at all stations and equipment was awarded to the T. E. Ibberson Co.

SOUTHEAST

Rutherfordton, N. C.—M. Levi, formerly in the grain business here, died recently.

Shenandoah, Va.—The Shenandoah Mfg. Co.'s new mill with a 500 bbl. per day capacity is expected to be in operation by July 1st.

Mobile, Ala.—With the completion of the new 40,000-bu. elvtr. replacing the one destroyed by fire a year and a half ago the Ziliak & Schaefer plant resumed operation recently. They will manufacture feed stuffs.

TENNESSEE

Ripley, Tenn.—Fire on June 1 slightly damaged the plant of the Ripley Mfg. Co.

Morrison, Tenn.—The J. E. Blankenship & Co. mill was burned to the ground on May 25.

Talbot, Tenn.—The capital stock of the Crosby Mfg. Co. has been increased from \$30,000 to \$60,000.

Nashville, Tenn.—J. B. McLemore, who resigned secretaryship of the S. E. Millers' Assn., will assume the management of the Carter Mfg. interests at Johnston City and Bristol.

Oneida, Tenn.—The Oneida Mfg. Co.'s plant, which was recently burned with a loss of \$80,000 and about one-third insurance, will be rebuilt on a larger scale, L. E. Lowenthal, the pres. of the firm, has announced.

Memphis, Tenn.—Ben H. Williamson, Jr., who since the death of his father last January has been operating the brokerage firm of Ben H. Williamson & Co., which specializes in flour and mill feeds, sold his controlling interest to M. G. Odeneal, who is well known locally.

Memphis, Tenn.—E. W. Sommers, who has been in the brokerage business operating under the name of the Valley Brokerage Co., sold his interests to Walter M. Browne, who has been in the brokerage business operating under the name of Walter M. Browne & Co. Mr. Browne will continue both offices as the lines handled by each are different. Mr. Sommers intends locating in Cedar Rapids, Ia., and becoming associated with the 3-Minute Cereal Co.

Nashville, Tenn.—The Ford Flour Co. and the Colonial Mfg. Co. have bought the Liberty Mills property and trade marks. Mill "A" and various trade marks are now owned by the Ford Flour Co. and Mill "B" became the property of the Colonial Mfg. Co. Each unit has a capacity of 2,000 bbls. a day. The Ford Flour Co. will take out a charter under the name of the Liberty Mfg. Co. and intends to market about 60 of the 132 brands of flour. New machinery costing \$600,000 will be installed and the industry will resume operation in time for arrival of new crops.

Binghamton, Tenn.—Mississippi Valley Grain Co. incorporated. Capital, \$50,000; incorporators, J. M. Trenholm, Ceylon B. Frazier, Geo. J. Coleman, W. L. Owen.

Clarksville, Tenn.—The Clarksville Grain & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, R. D. Fort, M. C. Ewing, E. E. Riggins, A. Myer and J. H. Winters.

TEXAS

Wichita Falls, Tex.—The Mytinger Mfg. & Grain Co. has lately installed a 300-bu. hopper scale.

Center Point, Tex.—T. R. Lander recently lost by fire his mill and light plant. Loss about \$8,500.

Follett, Tex.—The Farmers Grain & Supply Co. has erected a new office 14x28 and a feed warehouse 24x40.

San Antonio, Tex.—The opening of the Corpus Christi Harbor will make this point a great grain center.

Graham, Tex.—The Graham Mill & Elvtr. Co. has greatly enlarged its capacity and lately added 4 tanks to its plant.

Lubbock, Tex.—The Economy Mills Co. has under construction a \$20,000 plant which is to be in operation within 60 days.

Claude, Tex.—The elvtr. under construction here for M. L. Hughlet is nearing completion. Steel storage bins are being installed.

Dallas, Tex.—J. Perry Burrus, pres. of the Burrus Mill & Elvtr. Co., was elected pres. of the Texas State Manufacturers' Ass'n.

Fort Worth, Tex.—Claude Maer, mgr. of the Priddy Maer Elvtr. Co., stepped on a nail on May 24 which caused a slight infection.

Roanoke, Tex.—Fire of unknown origin recently burned to the ground the flour mill operated here by W. T. Nichols. Loss \$12,500.

Longview, Tex.—The Stedman Grain Co. will increase its capacity by either building a warehouse this season or leasing one from the T. R. & P.

Dallas, Tex.—J. L. Walker of Fort Worth was committed to jail here on a charge of contempt of Federal Court following a decision of Federal Judge Atwell.

Dallas, Tex.—A commodious office is being built here by the Inspection department of the Dallas Grain & Cotton Exchange. The office will be used by O. A. Grubb, chief inspector.

Dallas, Tex.—Work is now in progress on the new concrete office building for the Pearlstone Mill & Elvtr. Co. The improvement will cost \$35,000 and is to be ready for occupancy by July 1st.

Gatesville, Tex.—The plant of the J. G. Smith Grain Co. was recently burned. Plant and equipment were valued at \$15,500. Grain loss, \$12,000. Capacity of elvtr. was 65,000 bus. Loss was partly covered by insurance. Plant will be rebuilt.

Houston, Tex.—The Houston Port Commission is again receiving bids for the erection of a 1,000,000-bu. grain elvtr. to cost \$1,000,000. The plans are so arranged that the capacity may be increased several million bus. This is the third request for bids, closing date June 18.

Fort Worth, Tex.—The arbitration com'tee of the Texas Grain Dealers' Ass'n is composed of E. N. Noble, chairman, Frederick, and M. G. Rall, E. W. Crouch, J. H. Beasley, A. P. Hughston, W. W. Manning and Harry M. Joyce. R. I. Merrill is the Texas member of the Tri-State Appeal Committee.

Dallas, Tex.—Work is rapidly progressing on the new plant of the Dal-Tex Grain Co. When completed it will have a 106½ ft. high head-house and consist of a 75,000,000 bus. elvtr. and a mill and warehouse with room for 50 cars of sacked goods. It will have 3 boots, 14 bins and all modern machinery for making poultry and stock feeds, with a minimum of labor, to the extent of 10 cars daily. Included in the machinery now on the ground, ready to be installed, are Howe hopper scale, corn cutter and mixing machinery, cups and legs, several Fairbanks-Morse electric motors, Eureka mixers and cleaners, seeders, Richardson automatic sacking scales, and a hammer mill. Santa Fe railroad facilities make it possible to load and unload 15 cars per day. The plant is expected to be completed the first week in July. Officers of the concern are Tony Brignardello, pres.; H. G. Isbell, vice-pres.; O. C. Bruce, sec'y-treas., and A. C. Bovard, city sales mgr.

Fort Worth, Tex.—The Service Grain & Commission Co. incorporated here for \$10,000. Incorporators: R. C. Ayer, pres., Harry Johnson, v. p., and J. E. Durell, secy-treas. Harry Johnson is mgr. of the company.

Dallas, Tex.—R. B. Moseley has under construction a 75x100 warehouse which will greatly increase capacity. He deals in feed, hay and cottonseed. The new structure adjoins the one in which his business is established.

UTAH

Salt Lake City, Utah.—The Alfred-Beckett Grain Co., which recently dissolved partnership, will hereafter be known as the L. S. Beckett Co.

Salt Lake City, Utah.—Wallace Cragum is now associated with the Sterling H. Nelson Grain Co. He was formerly with the Alfred-Beckett Co.

Ogden, Utah.—Herman Rosenthal recently had a loss of \$2,600 by fire, smoke and water to hay grain and storage. Fire started from wire around a bale of straw.

WASHINGTON

Olympia, Wash.—The Supreme Court affirmed the Spokane court in its decision in awarding the Tri-State Terminal Co. judgment against the Washington Wheat Growers' Corporation in which the payment for grain warehouses at Hay and Hatton were involved. The Ass'n is compelled by the judgment to pay \$6,511.67 in cash and \$13,023.33 in preferred stock to the Tri-State Terminal Co. for the warehouse with the alternative of paying all in cash if the stock is not issued. The court action was to compel specific performance of an agreement to buy six warehouses from the Terminal Co., giving preferred stock in payment. The judgment affects only the buildings which the Ass'n has taken over.

WISCONSIN

Saukville, Wis.—The elvtr. of the local Midwest Seed Co. was sold to the Canning Co.

Milwaukee, Wis.—The Finance Committee of the Chamber of Commerce has determined that the June rate of interest shall be 6%.

Pilsen (Luxembourg, p. o.), Wis.—A. Shvatik, Frank Zacek and John Ondrick have incorporated here for \$5,000 under the name of Pilsen Mfg. Co.

Milwaukee, Wis.—Chas. C. Vickerman, familiarly known as "Vic" to the grain trade, will represent W. M. Bell & Co. in Northwestern Iowa and South Dakota.

Milwaukee, Wis.—Fire in the cooling room of the elvtr. of the J. M. Riebs Co. on May 30 caused damages amounting to about \$600 and menaced the bins which contained thousands of bushels of grain.

Winneconne, Wis.—Schneider Bros., who operate a flour mill here, have consolidated with Droske & Krings, implement dealers. The consolidation is operating under the name of Schneider Bros. & Co.

Ashland, Wis.—The Schroeder Mill will be closed for several weeks to make repairs which are necessary due to damage done by fire on May 25. Plant was almost destroyed. Loss has not been estimated.

Colby, Wis.—The Harmon Co-operative Produce Co. is enlarging and remodeling its elvtr. and making extensive improvements which, when completed, will be one of the most modern and largest in the state.

Milwaukee, Wis.—A change in the rate of commission to be charged for selling spelt in the Milwaukee market has been approved by the directors of the Chamber of Commerce, and the necessary amendment to the rules to effect the change will be submitted to the members for their vote in the near future. The proposed rate is 50 cents per ton, with a minimum of \$15 per car. The present rate is 1 per cent of the sale value, with a minimum of 1½ cents per bushel.

Milwaukee, Wis.—The directors of the Chamber of Commerce established a ½ cent rate as the charge for deduction to members outside of Milwaukee, in bidding for oats. The new rule reads: "In computing the charge to be deducted from the price in bidding for oats to members located outside of Milwaukee, on the basis of the provision of the present rule—75 per cent of the full rate of ¾ cent per bushel

on oats to members—it shall be understood that the awkward fraction 9/16 shall be disregarded and the established charge shall be ½ cent per bushel."

WYOMING

Cody, Wyo.—Lester Thurston and Clarence Williams, who operate the Cody Transfer Co., have bought the local station of the Wyoming Mill & Elvtr. Co. of Cheyenne, which the new owners will operate in connection with their other business. Mr. Thurston has extensive milling experience and was resident mgr. of the station here for several years.

Freight a Small Item in Costs.

A great many persons hold the opinion that freight rates are high. This is only an impression, and few know the actual facts.

Parcel post rates are approximately four times freight rates, yet no one thinks of having articles bought for personal use sent by freight. According to the latest catalog of Montgomery Ward & Co. the charge by parcel post for a pair of large wool blankets is 18 cents, while a living room set consisting of davenport, arm chair, rocker and table can be sent 150 miles by freight for \$1.32. The cost of transportation by parcel post of a man's complete outfit of clothing costing \$150 to \$200 is only \$1.26.

A feed grinder by freight costs only \$2.50 for a distance of 500 miles. A cream separator weighing 270 lbs. will be carried by freight 150 miles for only \$1.49, which looks small compared with the charge by a local teamster for hauling the machine from the station, say, three miles.

Your Annual Loss.

Five persons injured every minute of the day and a fire occurring every four minutes, is America's contribution to the economic waste of the world, according to J. C. Adderly, president of the Integrity Mutual Casualty Co., in his address to the Ass'n of Operative Millers in the thirtieth annual convention of that body in St. Louis last week.

More than a million and a half dollars in property values go up in smoke each day while the monetary loss from accidents due to loss of wages, amounts to \$2,839,624 every 24 hours.

Mr. Adderly talked on safety of persons and plants and after recounting the physical and economic loss that the country sustains each year, urged his auditors to set an example that would reduce the toll of both accidents and fires.

He also showed that 92% of the accidents occurring can be prevented and, with proper care, 75% of the fires would never take place.

Although building construction in America is superior to European structures in the point of fireproofing yet the fire loss ratio in America is fifteen times greater than the average in Europe while it is fifty times greater than that of Holland.

"In spite of our more modern and better equipped plants, the American accident ratio is far in excess of the accident ratio in Europe. This is directly attributable, according to the figures of high grade insurance companies, to speed and carelessness."

The deciding factor in writing casualty insurance on mill and elevator risks for the future, according to Mr. Adderly, is the reputation the superintendents and head millers enjoy regarding care in directing employees and maintaining equipment. He stated that, in a short time the mill or elevator employing a superintendent who has a reputation for carelessness, will have difficulty in getting underwriters to accept insurance on such plants.

Mr. Adderly's figures show that each American family pays \$100.58 each year for fire and accident losses. Stating that insurance companies do not create values but only collect and distribute, he said that everybody in America was paying his share of the accident and fire loss inasmuch as the cost of insurance is eventually paid by the ultimate consumer.

Reduces Tolls Avoids Expensive Inaccuracies

Pope & Eckhardt Co., prominent Chicago Grain Commission Merchants, commend the Universal Grain Code. This company has used this Toll Saver continuously since its publication. Read the convictions of a user:

Chicago, Dec. 19, 1924.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

We have used the UNIVERSAL GRAIN CODE extensively since this book was made available to the Trade some years ago. We find it is a Code that can be used much more freely in expressing desired information on orders, purchases, sales, prices and other intimate matters involved in the Grain Trade; therefore, that it demonstrates without further explanation, a saving in cost which we consider a most important item. It is sure that with a much larger number of words, that can be used to give expression to what is desired to communicate with our country patrons that it offers occasionally a few more difficulties to prepare a message, but that is quickly overcome with increased familiarity with the book.

We have found that our customers also use this book extensively and find it convenient and profitable, even if for no other purpose than saving of telegraphic tolls.

We consider it a most useful and desirable book for use in the Grain Trade and the various interests related thereto.

Very truly yours,

POPE & ECKHARDT CO.

EAD-B

When such companies as this place so strong an endorsement on any code, it is conclusive proof that it possesses real merit.

Follow the example of the Pope & Eckhardt Co. and its customers; stop the leaks in your business by using an accurate, toll saving, grain, feed and seeds code.

Printed on rice bond paper, 146 pages, substantially bound in flexible leather, size 7x4½ inches, weight 5 ozs. Price, f. o. b. Chicago, \$3.00. Book paper, board covers, \$1.50.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

Seeds

Indianapolis, Ind.—Walter R. Spencer is now receiver for the Southern Seed & Supply Co., as of June 1. The petition was filed by the Adams Bag Co.

Kansas City, Mo.—H. H. Horner, sec'y of the T. Lee Adams Seed Co., died May 18. He had been associated with this house for the past six years and previously traveled for the Pratt Food Co.

Buffalo, N. Y.—A 146x207 ft. piece of shore-line land is no longer the property of the Whitney-Noyes Seed Co., they having sold to Cleveland & Buffalo Transit Co. for \$103,000. A new terminal will be erected.

Vernal, Utah.—The construction of an alfalfa seed cleaning plant to be ready for this year's crop is contemplated by the J. G. Peppard Seed Co. of Kansas City. The firm now operates two plants in this section.

Hereford, Tex.—The new organized West Texas Seed & Feed Co. will do a wholesale and retail seed, feed and elevator side-line business. Joe Hastings, D. R. Dixon and Homer T. Wilson are the members of the firm.

Salt Lake City, Utah.—Machinery for the cleaning and handpicking of Idaho and Utah beans and peas is being installed by the Filer Seed Co. The concern's headquarters have been moved here from Filer, Ida., however their properties at Filer are still in operation.

Milwaukee, Wis.—A vessel with 163,768 bus. of flaxseed from Port Arthur recently reached the Rialto Elevator, consigned to the William O. Goodrich Co., linseed crushers.

Fort Wayne, Ind.—Chester J. Nathan has retired from the firm of Nathan & Wolf Co., however, S. Louis Wolf will continue operating the same as the old firm, at the same location, and under the name of Wolf Seed Co. We will handle clover, grass seeds, and seed grains at wholesale, also job feeds, but will discontinue the grain elevator end of our business.—Louis Wolf, Wolf Seed Co.

Toledo, O.—Clover seed ruled strong and sharply higher again this week, October advancing above \$15.00 level. Some buying on damage reports account continued hot, dry weather. Profit taking on bulges readily absorbed. Good demand in evidence on moderate setbacks. Trend of the market will depend largely on weather conditions during July and August. Foreign crops must be watched closely. Foreign clover

may be delivered on December contract, which is now ruling at 40 cents discount under the October. Their crop will not be ready for delivery until November.—Southworth & Co.

Canary seed shipments from Spain represent a comparatively new industry, according to a report from Consul William C. Burdette of Seville. It is said that this commodity raised near Seville is superior in size to the usual seeds on the market, and the local producers assert that their patent canary seed cleaner can turn out seed freer from foreign matter and imperfect grains than any process used elsewhere. These assertions seem to be substantiated by the prices received for the Seville article. The exports from January to March, 1925, from the Seville district amounted to 199,526 lbs., valued at \$12,404.

Toledo, O.—Freak weather that knocked the grains for a goal does not affect the clover the same way. Growing weather this spring has been favorable. The damage reports are due to bad conditions last fall and winter killed later. We always suffer more or less every year. What the trade is mostly interested in is "when will we have a bumper crop again and moderate prices that will cause red clover to take its place in the front ranks and put the substitutes in their proper places?" No doubt sweet clover and alfalfa took the place of red in many sections past few seasons. Past few years, however, red clover has not functioned properly. Majority of people are unable to determine its irregularity. Brilliant early prospects go glimmering and extremely high prices would have followed if Europe had not filled up the gaps. We had liberal exports past two years yet this country right now has the smallest carry-over in many years.—J. F. Zahm & Co.

Imports and Exports of Seeds.

Imports and exports of seeds for April, compared with April, 1924, and for 9 months ending with April, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS		10 mos. ending April	
	April—1925	April—1924	1925	1924
Alfalfa, lbs.....	184,490	667,391	4,801,610	11,484,370
Beans, lbs.....	6,704,052	9,100,996	75,648,085	40,831,747
Peas, lbs.....	1,124,566	852,860	27,114,252	13,871,091
Clover, lbs.....	2,234,798	4,117,818	28,520,755	52,262,953
Gr. seeds, lbs....	266,176	87,144	3,379,716	4,430,696
	EXPORTS			
	April—1925	April—1924	1925	1924
Alfalfa, lbs.....	7,806	8,248	398,757	300,806
Beans, lbs.....	21,890	31,346	503,556	621,240
Peas, lbs.....	1,841	11,231	54,042	102,760
Clover, lbs.....	31,529	88,383	1,849,119	725,011
Timothy, lbs.....	1,287,300	1,568,953	15,678,961	15,023,161
Other grass seeds, lbs.	391,785	159,602	5,284,961	3,203,190

Seed Movement in May.

Receipts and shipments of seeds at the various markets during May, compared with May 1924, were as follows:

	Receipts		Shipments	
	1925	1924	1925	1924
Chicago, bus. . .	512,000	171,000	2,000	7,000
Duluth, bus. . .	248,933	359,469	284,538	182,784
Milwaukee, bus. .	1,430	58,630	.....	520
Minneapolis, bus. . .	402,100	295,580	432,350	1,182,910
New York, bus. .	271,000	27,000	.....	.....
Superior, bus. . .	78,001	129,260	27,600	64,629
	KAUF AND MILO			
	1925	1924	1925	1924
Wichita, bus. . .	51,600	31,200	28,900	31,200
Kans. City, bus. .	.....	273,900	.....	24,300
St. Joseph, bus. .	3,000	.....	.....	.....
St. Louis, bus. . .	.....	28,400	.....	25,620
	CLOVER			
	1925	1924	1925	1924
Chicago, lbs. . .	9,000	259,000	31,000	332,000
Milwaukee, lbs. .	4,875	177,675	8,060	810,737
New York, bags .	311	600	525	736
Toledo, bags. . .	42	4,130	49	370
	TIMOTHY			
	1925	1924	1925	1924
Chicago, lbs. . .	1,240,000	65,000	751,000	1,221,000
Milwaukee, lbs. .	90,000	172,640	813	849,737
Toledo, bags. . .	196	421	58	1,206
	CANE			
	1925	1924	1925	1924
Ft. Worth, cars .	64	16	21	1
Wichita, bus. . .	7,200	14,400	2,400	14,400
	SORGHUMS			
	1925	1924	1925	1924
Ft. Worth, cars .	113	124	56	32

Meeting of Iowa Seed Dealers.

Our Iowa seed dealers' convention, held June 3 at the Savery Hotel in Des Moines was attended by about forty representatives of Iowa seed firms and visitors.

Officers elected for the coming year are, pres., L. G. Wertz of the Wertz Seed Co. at Sioux City, Ia.; vice-pres., L. L. Hunter of Henry Field Co. at Shenandoah, Ia.; sec'y, A. M. Eldridge of the Iowa Plant & Seed Growers, Inc., at Des Moines, Ia.; treas., J. T. Hoffer of the Hoffer Seed Co. at Nora Springs, Ia.

A number of representatives from the State Agricultural College of Ames were present, among whom was Professor H. D. Hughes and Professor Barnett, who extended the usual very cordial invitation to the members and their friends to hold a one-day meeting at Ames during the early part of September.

During the morning meeting much time was spent in discussing the unfair legislation attempted last winter which would have put the Iowa seed dealers out of business had it been enacted. By the concentrated action of Iowa seed dealers it was possible to show the honorable legislators that this measure was unfair.

The meeting closed at four o'clock, and the crowd somewhat cut down by the departure of members on their way or preparing to go to California for the American Seed Trade Ass'n convention. Our meeting was a very successful one and enjoyed greatly.—A. M. Eldridge, Sec'y, Des Moines, Ia.

The Duty on Clover Seed.

The number of American farmers who must buy red clover compares with those American farmers who produce it for sale in the ratio of over 10 to 1.

Take for an example Canadian red clover and alsikes, which are seeds entirely adapted to United States use. If more American farmers are obliged to buy Canadian red and alsike than the number of American farmers that produce these varieties for sale of what benefit is the 4 cent per pound duty on imported clover seed?

An Ohio agricultural experiment station bulletin states:

"On the average, five states produce one-third of the clover seed grown in the United States. These are Ohio, Indiana, Illinois, Michigan and Wisconsin. Ohio produces about one-fifth of the amount furnished by these five states. The balance of our domestic production is scattered over 12 states, Iowa occasionally producing a good crop of seed. Ohio sows 16 per cent of all seed sown and produces only half of her needs. The balance may come from neighboring states or from foreign countries.

"We are recommending the following schedule for Ohio:

"First choice: Domestic seed grown north of 38 degrees of latitude, except Pacific coast region. Imported seed from northern Europe and Canada.

"Second choice: Other domestic seed or imported seed from Chili, France and England.

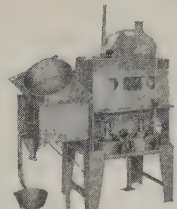
"Seed from Italy, and the Mediterranean regions generally, should be avoided."

If imported seed must be sown why should the farmer tax himself?

Salina is where nearly 100 grain dealers from the northwest Kansas division of the Kansas Grain Dealers Ass'n met on the evening of June 4. A general discussion of wheat inspection and relating subjects followed the illustrated talk of Prof. R. M. Green of the Kansas State College of Agriculture on "The Trend of the Wheat Market." Hon. H. B. Dalton, chief grain inspector of the state, and E. J. Smiley, the sec'y-treas. of the state organization, addressed the enthusiastic group. The Salina grain men provided a program-banquet at the country club.

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Why Not Electrify Your Moisture Tester?

Our equipment used by the Government
Grain Inspection Depts. and thousands
of mills and elevators.

Seed Trade Reporting Bureau

1018 So. Wabash Ave.
Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

M. P. supplement No. 2 to tariff No. 6989-B, Ill. C. C. No. 151, effective June 23, increases rate on barley, corn, oats or rye from Salem to Cairo, Ill., from 12 to 12½ cents.

A. T. & S. F. supplement No. 2 to tariff No. 5588-N gives local, joint and proportional commodity freight tariff applying on grain and grain products, etc., between points in Kan., Colo., Mo. and Okla.; also Superior, Neb., and Joplin, Mo., and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla. and Wis., effective May 29.

C. & A. supplement No. 1 to I. C. C. No. A-1769 tariff No. 1609-G gives local, joint and proportional freight tariff applying on grain, grain products, seed, hay and straw, and articles taking same rates between Chicago, Peoria, Ill., and St. Louis, Mo., and points taking the same rates, also Rondout and Waukegan, Ill., and stations in Missouri on the Chicago & Alton, also Hannibal, Mo., effective June 27.

Ill. Cent. (suspension) supplement No. 45 to 1537-G of local, joint and proportional rates applying on grain, grain products, cotton seed products and seeds and articles taking the same rates between stations in Ill., Ind., Wisc., also Dubuque, Ia., and St. Louis, Mo.; and Chicago, Milwaukee, Minneapolis, Paducah, Peoria, St. Louis, Ohio River Crossings and other stations in Ill., Ind., Ia., Ky., Mich., Minn., Mo. and Wis.; issued May 19.

C. & A. tariff No. 1604-I (cancels tariff 1604-H) gives local, joint and proportional freight tariff applying on grain and grain products between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., also St. Louis, Mo., and stations on the Chicago & Alton, Chicago & Illinois Midland Ry. and Chicago & Northwestern Ry. in Illinois, also Toledo, O., Battle Creek and Detroit, Mich., and stations on connecting lines in Illinois, effective July 1.

A. T. & S. F. suspension supplement No. 28 to tariff No. 5588-M (cancels supplement No. 27 and suspends portions of supplement No. 23, etc.) in connection with Gulf, Colorado & Santa Fe Ry. and Panhandle and Santa Fe Ry. and participating carriers, gives local, joint and proportional commodity freight tariff applying on grain and grain products, etc., between points in Kan., Colo., Mo. and Okla.; also Superior, Neb., and Joplin, Mo., and points in Ill., Ia., Kan., Mich., Minn., Mo., Neb., Okla., and Wis., effective May 28.

C. R. I. & P. supplement No. 36 to freight tariff No. 28675-F covers local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds between (except as provided) Chicago, Peoria, Rock Island, Ill.; Council Bluffs, Ia.; Kansas City, St. Joseph, St. Louis, Mo.; St. Paul, Minn.; Omaha, Neb.; and stations taking same rates as shown on pages 14-33 on tariff, also stations in Colo., Ill., Ia., Kan., Minn., Mo., Neb., Okla. and So. Dak. and (except as provided) stations in Colo., Kan., Neb., New Mex., Okla. and Texhoma, Tex. Issued May 21 on three days' notice. This cancels supplement No. 32, further suspends portions of Nos. 26 and 27; Nos. 14, 15, 26, 27, 35 and 36 containing all changes.

C. & E. I. supplement No. 7 to freight tariff No. 600-A gives local, joint and proportional rates on grain, grain products, grain by-products, broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (broom corn, flax, Hungarian and millet) and red top seed chaff from stations on the C. & E. I., also Henderson, Owensboro, Ky. (and stations on the L. H. & St. L. taking Owensboro rates) and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), Milwaukee, Wis. (via M. St. P. & S. S. M.) and Moline Transfer, Ill. (via C. M. & G.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., Ohio, Pa., and Wis. shown in tariff amended. Effective June 20 (except as noted in individual items). Supplement No. 4 is canceled hereby. C. & E. I. supplement No. 25 (cancels supplement No. 23) to freight tariff No. 600 has also been issued under date of May 15 in compliance with I. C. C. Resuspension Order No. 14815 of May 7.

C. W. Galligan, Agt., Chicago, in supplement No. 6 to tariff No. 20-N (cancels supplement No. 5, etc.) names local and joint terminal charges, rules and regulations from or to points within the Chicago District on out-bound and in-bound freight traffic, also rules governing intermediate service on freight traffic passing thru the said Chicago district, effective July 1. Some reductions are effective.

Western Trunk Lines supplement No. 39 to Circular No. 1-R, or to I. C. C. No. A-1444, effective June 25, gives rules, regulations and exceptions to classifications which takes precedence over the classifications governing tariffs made subject hereto. Carload shipments of seeds will be handled by carriers at Chicago freight houses for a charge of one and one-fourth (1¼) cents per hundred pounds subject to the following conditions: (a) Shipments will be unloaded from cars by carriers and piled in freight houses without sorting with one end of each sack exposed; (b) Delivery will be made on proper orders in the same manner as if delivered from car. No partial deliveries to be made of car lots; (c) Shipments held in freight houses beyond specified free time shall be subject to the usual storage charges or to transfer to public warehouse for storage; (d) Shipments reloaded into cars by carriers for out-bound movements will be charged for at the rate of one and one-fourth (1¼) cents per 100 pounds.—E. B. Boyd, agt.

Manitoba's coarse grain pool is a reality and preliminary arrangements are now complete. The contracts cover rye, oats, barley and flaxseed. The Canadian grain producers seem to be easy marks for the agitators.

Extension of Time for Filing Claims for Refund (1919) Taxes.

The revenue act of 1918 provides that claims for credit or refund may be filed within five years from the date on which the return for the year in question was due to be filed. Since returns for the year 1919 were due on March 15, 1920, the five-year period would expire on March 15, 1925.

By the Act of March 3, 1925, however, the time for filing claims for refund or credit against taxes paid for the year 1919 was extended, *provided* that a waiver is filed.

The right to file a claim affecting income and profits taxes paid for the year 1919 may be protected by filing a waiver with the Commissioner of Internal Revenue, Washington, D. C., not later than June 15, 1925. If this is done, a claim may be prepared and filed any time prior to April 1, 1926.

Blank waiver forms may be secured from the collector's office in your district.—Wolf and Company.

Yes! but Why is the Government so anxious for the taxpayers to waive rights given them by Congressional enactment?

Machine to Pick Up Loose Grain in Field.

Picking up of the loose grain which is shattered on the fields during the process of harvesting is possible by the invention of a "vacuum cleaner" by Frank and D. C. Hammond of Blackfoot, Idaho. The machine was put out in 1923 in a crude form and did fairly good work, and last year the machine was perfected and is now being manufactured at Blackfoot. The cleaner works on the same principle as the vacuum cleaners used in cleaning rugs, and the machine invented may be attached to any motor tractor. The cleaner may be used in picking up any loose seed on the fields and when put into use over the country will probably mean a big saving to the farmers. The machine takes a strip 12 feet wide and will cover an average of 25 acres per day. The seed is separated by the machine with the lighter materials taken out while the particles of dirt the same size as the seed is not always taken out. The seed is also sacked on the machine.

Do Not Take Chances

on verbal contracts for future delivery of the grain you are now purchasing. Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure. Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase.

They certify the Farmer "has sold Bushels of at cents per bushel, to grade No., to be delivered at on or before" They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound with 3 sheets of carbon. Order FORM 10 DC, Price \$1.15.

Grain Dealers Journal
309 South La Salle St. Chicago, Ill.

YOU can get CARS

if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks.

These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of unreasonable delay by the railroad company.

CAR ORDER BLANKS are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use **Form 222 C. O., Price 75 cts.**

Grain Dealers Journal
309 South La Salle St. Chicago, Ill.

Grain Carriers

Buffalo, N. Y.—Barge canal operators complain that the Montreal wheat route is forcing rates down to operating expenses. The tide-water wheat rate of 6c is being threatened.

Fresno, Cal.—Bulletin system of notification on cars of grain and hay held for inspection was granted the Los Angeles Grain Exchange at a recent meeting of the Pacific Coast Regional Advisory Board.

Chicago, Ill.—The Canada Atlantic Transit Co. now has the permission of the Interstate Commerce Commission to handle bulk grain for the New England section on the filing of tariffs on one day's notice.

The rules of the American Ry. Ass'n for the preparation of cars for loading sacked commodities and methods of stowing grain products have been published by the Ass'n in a pamphlet for distribution to shippers.

Alterations in freight rates on wheat, oats and flour moving eastward from Ariz., Cal., N. Mex., Nev., Ore., and Utah, which railroads proposed to put into effect May 25, were suspended May 22 to await an investigation.

Grain and grain products were loaded into 38,622 cars during the week ending May 23, an increase of 3,209 cars over the previous week and an increase of 752 cars over the corresponding week last year. Two years ago 35,648 cars were used.

Philadelphia, Pa.—Tyrifjord (a Norwegian vessel), while loading grain at Port Richmond for Bremen on May 26, took fire in No. 4 shelter dock about 4 p. m.; fire extinguished by crew; damage to grain reported slight. (The Tyrifjord sailed 27th).

In I. & S. No. 2270 the I. C. C. finds justified the increase in grain rates between points in Idaho and Washington and Pacific Coast points, except to California points. Rates from Coeur d'Alene, Idaho, are to be raised from 25.5 to 28c to Portland and Seattle.

Kansas City, Mo.—Provision effective May 27, which would have allowed transit privileges here on grain originating on the Santa Fe in Kansas and destined to Texas, including Galveston for export have been suspended until Sept. 24 by the Interstate Commerce Commission.

Washington, D. C.—Class 1 railroads bought coal 42c a ton cheaper in March than in the same month a year ago according to the Bureau of Coal Economics of the National Coal Ass'n. During this month these roads used 8,150,000 tons of coal at an average cost including freight of \$2.82 for all districts. This item amounts to \$22,983,000.

Washington, D. C.—Formal complaints, answers, motions, petitions, applications, notices, depositions, protests of tentative valuations, or other papers to be filed with the Interstate Commerce Commission must hereafter be typewritten or printed. Clear impressions that are mimeographed, planographed, or multigraphed copies will be accepted, is a recent announcement by the Commission.

The Interstate Commerce Commission has issued a series of orders covering a revision of rates on cottonseed and its by-products, removal of fourth section violations, and an award of reparation damages on shipments moving between points in the Southwest and points in Western trunk line territory, west of Chicago. The commission's orders were issued in connection with the complaint of the Corporation Commission of Oklahoma May 28th.

Sioux Falls, S. D.—A flaxseed rate hearing, on petition of the North Dakota Commission to suspend a scale of increased rates proposed by the C. M. & St. P. from stations in North Dakota to Minneapolis and Duluth, convened here recently. The proposed increases are held unjustifiable by the N. D. Commission. The South Dakota Board of Railroad Commissioners made similar charges.

The Santa Fe and the St. Louis-San Francisco roads have been restrained by the I. C. C. from putting into effect certain schedules which proposed to cancel transit privileges on grain, grain products and seed at points on the St. Louis-San Francisco and on traffic originating at points on the Santa Fe, Gulf Colorado & S. Fe, and Leavenworth & Topeka roads. The operations of these schedules is suspended until Sept. 27 and the proposed cancellations would have increased rates.

Freight cars placed in service during the first four months this year totaled 57,926, according to reports filed by the Class 1 railroads with the Car Service Division of the American Railway Association. This was an increase of 11,505 over the number placed in service during the corresponding period last year. Of the total number installed from January 1 to April 30, this year, 30,319 were box cars, an increase of 7,733 over the number installed during the same period last year.

Eastern roads held a conference at New York May 25 upon the receipt of an inquiry from the Interstate Commerce Commission as to what the roads were doing in the way of placing into effect the commission's recommendations equalizing the rates of Philadelphia and Baltimore (which enjoy a 3/4c grain differential) with those of New York and Boston. The case ordering the differential will probably be reopened, as the roads referred the matter back to the commission. Local exporters in session at Philadelphia June 4th maintained that equalization of grain rates would drive all of the export trade to Montreal, it being pointed out that Montreal practically has a monopoly on this class of business when the St. Lawrence is not icebound.

Examiner Witter of the I. C. C., in No. 16,112 suggests a revision of rates on wheat, flour and coarse grains from Colorado common points to points in Arkansas and Shreveport, La., on complaint by the Ogden Grain Exchange. He declares that Idaho rates to the Southeast favor St. Louis and work against Kansas City. He recommends a rate of 50.5c from Colorado common points to Little Rock. The examiner said the request by the Exchange for joint rates from Idaho, Oregon, Montana and Wyoming on the Oregon Short Line and from stations in Utah on the Los Angeles & Salt Lake, S. P., U. P., and Denver & Rio Grande should be denied as the present rates are not unreasonable. It is suggested that the rates on grains other than wheat should be 90 per cent of the wheat rate.

Washington, D. C.—Railroads of the Southwest were ordered by the Interstate Commerce Commission to establish by Aug. 20 new rates on cotton seed, cotton seed oil and related oils and meals to accord with distant rate scales previously laid down. The new schedules will control charges on products moving out of Oklahoma, Arkansas, Western Louisiana and Eastern Texas producing territory and in general will not result in material alteration of existing rates. One effect will be to establish a slightly higher level on cotton seed oil, with compensating reduction on cotton seed meal and cake. The series of distant scales were worked out in conjunction with the carriers, shippers' organizations, state railroad commissions of Arkansas and Oklahoma, and several official bodies in Texas territory.

Helena, Mont.—Grain milled in transit and shipped via rail and water from western Montana to northern Pacific ports to destinations in California now bears the re-established 2 1/2c cwt. charge, effective June 1. Coarse grains going from Sioux City and other Missouri river points and major points in Nebraska, Kansas and Colorado also now bear a transit charge levied against them. These increased rates apply only on grain milled at intermediate points, not including tidewater mills. The Northern Pacific and the Milwaukee removed these rates in 1912 to place the interior miller on a parity with the seaside manufacturer. The present joint rail and water rates plus the transit charge will still be less than the rates to the ports plus the local rate of the ocean lines, it is asserted. Any potential preference in favor of the Montana wheat shippers over those in Idaho and Washington is also hereby eliminated, separate charges for transit now applying to shipments originating in the latter states.

Toledo, O.—Subject to the approval of the Interstate Commerce Commission the Wabash Railroad now controls the Ann Arbor R. R. thru recently announced purchase. The Ann Arbor controls extensive yards in this city and owns a valuable right-of-way to the waterfront now under lease to the Pennsylvania and Pere Marquette lines. The Ann Arbor also affords the Wabash coveted connections. The original consolidation plans grouped the Ann Arbor with the Pere Marquette into one large Michigan system, but the former went begging when the Van Sweringens included the Pere Marquette in their consolidation plan. The Wabash has acquired several other roads in this territory within the past year and other groups may be included to build up a fifth great east-and-west competing system. At present the Wabash-Lackawanna lines furnish Toledo with one of the speediest merchandise services between here and New York City, indicating further consolidation in that direction. At least Toledo will now have four different connections with the completed consolidated system.

Grain and Products Rates from C. F. A. Points to Youngstown, O., Group.

The Interstate Commerce Commission has before it two proceedings, I. & S. Docket No. 2353 and I. & S. 2385, involving rates on grain and grain by-products from Chicago to Aurora, Garrettsville and Mantua, O., in which the Chicago Board of Trade Transportation Department has appeared in the interest of Chicago, which interest is the same as that of St. Louis and Indianapolis.

Solely to accommodate a steel company in 1922 Newton Falls was placed in the Youngstown group, which enjoys lower rates east on iron and steel articles than the Cleveland rates. Now the carriers have filed grain tariffs placing the towns in the Youngstown group, the effect of which is to raise the rates.

In its argument the Transportation Department of the Board of Trade said: "It is our contention that if the rate on grain from Chicago to Cleveland of 13c is a reasonable rate, then it is unreasonable for these defendants to charge 19.5c per 100 pounds on grain products from Chicago to the three stations mentioned, representing a difference of 6.5c per 100 pounds higher than the grain rate from Chicago to Cleveland. We recognize that it is a very simple thing for the respondents to say that they are not increasing the rates to these three destination points, but merely placing them in a different group, but we find it difficult to understand how these defendants can charge a rate of 19.5c to these three destinations on grain products, where contemporaneously and for the same kind of service, and for grain originating in the same origin territory, they charge but 13c on grain to Cleveland, bearing in mind that these three stations, namely, Aurora, Garrettsville and

Mantua, Ohio, are intermediate between Chicago and Cleveland over the joint route of the respondents Pennsylvania Railroad and Erie Railroad.

The fact that the rates from Milwaukee, Peoria, etc., have not been increased is evidence not only that the suspended rates from Chicago are unreasonable and unwarranted, but also of undue discrimination against the Chicago market."

Grain Rates from Iowa.

Examiner Pyne's tentative report to the Interstate Commerce Commission in No. 15,511 contains suggestions that are vigorously attacked in a brief being prepared by the Transportation Department of the Chicago Board of Trade.

The Examiner refers to the rates as being prejudicial to St. Louis when the latter enjoys a low rate on the haul south from St. Louis; and suggests a novel use of routing over any three lines when there are no such routes, one effect of which would be to prevent the Chicago & Northwestern and the C., M. & St. P. from retaining their long haul of the grain to Chicago.

Examiner Pyne said the rates from some Iowa points were prejudicial to Chicago and preferential to St. Louis. Rates to Kansas City also are held prejudicial to Chicago from points south of the main line of the Chicago, Rock Island & Pacific R. R.

He recommends that rates be the same on wheat when the distance is the same over short line routing. When distances to Chicago are less he prescribes lower rates. From Northwestern Iowa the grain rates are held prejudicial to St. Louis.

Grain Rates from Iowa and Minnesota to Texas.

By schedules filed to become effective December 20, 1924, the carriers proposed joint rates which are from 4 to 7 cents lower than existing combinations on intermediate markets on grain, grain products, and articles taking the same rates, in carloads, from 340 points in Minnesota, in Iowa, not including Kirkman and points west thereof, and in Missouri, not including St. Joseph and points south thereof, on the Chicago Great Western, the Des Moines & Central Iowa, the Fort Dodge, Des Moines & Southern, the Manchester & Oneida, the Mason City & Clear Lake, the Minneapolis, Northfield & Southern, and the Waterloo, Cedar Falls & Northern, to practically the entire State of Texas. The proposed rates apply only over the lines named to Kansas City, Mo., thence over all the principal carriers beyond, including the Atchison, Topeka & Santa Fe, Missouri-Kansas-Texas, Kansas City Southern, St. Louis-San Francisco, Missouri Pacific, and Chicago, Rock Island & Pacific.

The Omaha Grain Exchange protested because routing via Omaha, Nebr., is not permitted and asked for such routing from all points on and north of the main line of the Chicago Great Western from Dubuque to Council Bluffs, Iowa. The Board of Trade of Chicago and the Milwaukee Chamber of Commerce protested on the ground that the lower level of rates will draw grain from Chicago, Ill., and its consuming territory to Kansas City for distribution to the Southwest.

The I. C. C. held that "The proposed rates from points of origin on respondents' lines, Minneapolis, Minn., and points south, from which the distances via Omaha to destinations on respondents' lines are less than or substantially the same as the distances via Kansas City from the same points of origin to the same destinations would result in undue prejudice to Omaha and undue preference of Kansas City from and after the taking effect of the suspended schedules in so far as respondents herein may participate in the movement via both gateways and maintain transit service at

both, but that in all other respects the proposed schedules have been justified.

Upon appropriate application such respondents will be granted permission to file schedules establishing, on or before May 19, 1925, upon notice to this Commission and to the general public by not less than 15 days' filing and posting in the manner prescribed in section 6 of the interstate commerce act, rates via Omaha which will obviate such undue prejudice as would result from the taking effect of the proposed schedules, and thereupon an order will be entered vacating the suspension of the schedules.

Suit against the Montana Wheat Growers, the informant of the Montana Wheat Growers Ass'n, has been instigated by J. W. Anderson of Sidney, seeking \$50,000 damages for libel. He was a state senator and ran for the U. S. senatorship on the "farmer" ticket, having long been associated with the co-operative movement. The article which prompted the suit concerned his relations with the ass'n. When the pool promoters got to fighting one another the farmers may get a fair price for their wheat.

Eleven varieties of wheat were recommended to the Indiana farmers as wheats which have given satisfaction by a special committee of the Indiana Millers' Ass'n at its meeting in the clubrooms of the Bemis Bros. Bag Co., Indianapolis, May 28. They are Michigan Amber, Fultz, Poole, Rudy, Trumbull, Fulhio, Gladden, Winter, Red Chaff, Michikoff and Purkoff.

Rules for Grain Trading.

There are a few set rules governing trades in grain, seeds, provisions or cotton. In buying or selling the first thing that comes to mind is the price. You can buy or sell at a certain price if you wish. When no price is mentioned the order is executed at the market, when received.

The delivery time is another factor entering into the transaction. Trades are made in July, September or December, as you may choose. When sending or giving an order it is well to make this clear so there can be no mistake.

After a trade is made you may close it out any time during the life of the future. For instance—If you bought 10,000 bus. of December wheat you can sell it out before the close of market the same day, or hold it until December, 1925; after delivery has been made you can carry the cash grain as it is termed as long as you like subject to the regular charges. The same applies to sales.

The firm you trade through acts as your agent and is responsible to look after your interests at all times. If you should consider the price of the commodity too high to buy or too low to sell, you may enter what is known as an "open order."

An open order is simply an order to buy or sell at a certain price or time, and is so entered.

A stop loss order limits your profit or loss as you may see fit. If you have bought 10,000 bushels of July wheat at \$1.60, and don't care to lose more than 3 cents a bushel or \$300.00, you enter an open stop order to sell at \$1.57. If you have the same amount sold at \$1.60, and want to limit the loss to 3 cents, you enter open-stop to buy it in at \$1.63. Profits can be protected in the same manner.

Margins are necessary for protection of yourself and the firm making the trades. Calls are made by brokers acting as our agents, and customers are in turn called. At present the requirements are 12 cents per bushel on wheat, 10 cents on corn, 5 cents on oats, 10 cents on rye and 1 cent per pound on lard, to be kept good.

Commission is \$12.50 for each 5,000 bushel lot, or \$3.50 per 1,000 bushels when trading in grain. On lard it is \$20.00 for each 50,000 lbs. This includes the full transaction of buying and selling. War tax is 1 cent per \$100.00 on the sale.—Southworth & Co.

"Tipping" Banned.

Floor representatives 'phoning from the pit that "Jackson Bros. bought a half million July wheat" or that "Armour is selling wheat" no longer may have this information shouted in brokers' offices or distributed to customers on typewritten sheets of paper.

The practice is undignified and such announcements by the blackboard marker smack too much of the race track.

Accordingly the directors of the Chicago Board of Trade on June 2 adopted the following regulation:

Under the authority of Section 2 of Rule XXIII-A, every member is prohibited, when disseminating market information, from using the names of individuals, firms or corporations, and from stating definite quantities as having been either bought or sold. Information, however, as to deliveries, when based on substantiated facts, may be disseminated and does not come within the meaning of this regulation.

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Supreme Court Decisions

Application by Bank on Trade Acceptance.—Bank, as mortgagee of cotton seed, agreeing with drawer of trade acceptance to apply proceeds of sale of cotton seed on trade acceptances, held bound to so apply proceeds. —*Forreston Gin Co. v. Waxahachie Nat. Bank*. Court of Civil Appeals of Texas. 271 S. W. 290.

Liability of Warehouseman for Seed Wheat.—Where warehouseman, having notice that wheat stored was wanted for seed, delivered other wheat wholly unsuitable, issue of special damage by reason of loss of crop held properly submitted to jury.—*U'ren et ux, v. Falls City Mill & Feed Co.* Supreme Court of Washington. 235 Pac. 2.

Injury Unloading Car.—One injured, while leaning against wheel of one of the box cars he was employed by third person to unload, which was moved by pushing back a string of box cars, held negligent, in absence of agreement of railroad not to disturb cars during unloading process.—*Lancaster et al. v. Crockett*. Court of Civil Appeals of Texas. 271 S. W. 307.

Duty to Collect Demurrage.—Whether demurrage covering "order notify" shipments was covered by average agreement between carrier and consignee held immaterial, carrier's duty to collect demurrage being imposed by law, and hence cannot be waived or limited either by contract or custom.—*Davis, Director General, et al. v. C. B. Gill & Co.* Supreme Court of North Carolina. 127 S. E. 532.

Insurance.—Where person, to whom the legal title of partner's interest passed, was never in possession of any of the partnership property insured, and did nothing to affect the risk, as a result of which the proprietary interest of the remaining partners was increased, as was their motive to protect the property from fire, held that the change of title to such person was not such as to avoid the policy.—*Germania Fire Ins. Co. v. Fort Worth Grain & Elevator Co.* Court of Civil Appeals of Texas. 271 S. W. 256.

Restraint of Trade.—An attempt by an association of dealers to prevent dealers or consumers from buying direct from manufacturers, or to influence manufacturers or wholesalers not to sell to certain dealers, or to sell only at fixed prices, in interstate commerce, though by persuasion only, is an attempt to restrain such commerce in violation of Anti-Trust Act, § 1 (Comp. St. § 8820).—*Pacific States Paper Trade Ass'n et al. v. Federal Trade Commission*. U. S. Circuit Court of Appeals. 4 Fed. (2d). 457.

Measure of Damages.—Under Cummins Amend. March 4, 1915 (U. S. Comp. St. §§ 8592, 8604a), shipper's measure of damages for loss of wheat in transit held market value of wheat at point of origin or at destination, less unpaid freight, but not exceeding price for which wheat had been sold by shipper; "full actual loss, damage, or injury" meaning actual loss, damage, or injury sustained within contemplation of parties.—*Forest Green Farmers' Elevator Co. v. Davis, Director General of Railroads*. St. Louis Court of Appeals, Missouri. 270 S. W. 394.

B/L Gives Title to Bank.—The indorsement and delivery by a shipper to a bank of a B/L covering a shipment of potatoes, with draft attached, which bank credited to shipper's account, passed title of potatoes to bank, where no intention to contrary was shown. Where B/L with draft attached was indorsed

and delivered by a customer to a bank, and bank credited amount thereof to customer with right to check, relation is that of debtor and creditor, and bank became owner of draft with right to dispose of it at its pleasure, and fact that bank had right to charge back such draft if it were dishonored does not go to title of draft, as bank had such right as matter of law.—*Weed v. Boston & M. R. Supreme Judicial Court of Maine*. 128 Atl. 696.

Decision Against North Dakota Grain Grading Act.

The Supreme Court of the United States on May 4, 1925, held invalid the North Dakota grain grading act of 1923, upholding the injunction granted by the District Court on petition by the Farmers Grain Co. of Embden and eleven other elevator companies, restraining the attorney-general from enforcing the act, which had been approved by the voters of the state at the election of Nov. 7, 1922.

A very much similar law enacted in 1919 had been declared unconstitutional as an interference with interstate commerce.

It is unlikely that attempts will be made to enact more legislation along this line in view of the decision against the latest enactment, which follows, in part:

Wheat—both with and without dockage—is a legitimate article of commerce and the subject of dealings that are nation-wide. The right to buy it for shipment, and to ship it, in interstate commerce, is not a privilege derived from state laws, and which they may fetter with conditions, but is a common right, the regulation of which is committed to Congress and denied to the states by the commerce clause of the Constitution.

The North Dakota act attempts to exercise a large measure of control over all wheat buying. About 90 per cent of the buying is in interstate commerce. Through this buying and the shipping in connection with which it is conducted the wheat which North Dakota produces in excess of local needs—more than 125,000,000 bushels a year—finds a market and is made available for consumption in other states where the local needs greatly exceed the production. Obviously therefore the control of this buying is of concern to the people of other states as well as to those of North Dakota.

Only by disregarding the nature of this business and neglecting important features of the act can it be said to affect interstate commerce only incidentally and remotely. That it is designed to reach and cover buying for interstate shipment is not only plain but conceded. To conform to recognized commercial practices such buying must be by grade, and it is so conducted. The act prevents buying by grade, unless the buyer secures from the state a grading license for himself or his agent. The general practice is to buy and ship without separating the dockage from the wheat, the price paid carrying a right to both. The act requires the buyer to separate the dockage and return it to the producer, unless it be distinctly valued and paid for. A failure to comply with this or any other requirement of the act is made cause for revoking the grading license. It is practically essential that the buyers have and operate elevators as facilities for handling and loading the wheat. The act requires every such buyer to give to the state, if he buys on credit, a bond securing payment for all wheat so purchased; to keep a record of all wheat bought, showing the grade given and price paid at his elevator and the grade fixed and price received at the terminal market; and to furnish such data to the state supervisor when requested. The act also intends and declares that the state supervisor "shall in a general way investigate and supervise the marketing" of the grain with a view to "preventing" various things deemed unjust or fraudulent, including "unreasonable margins of profit" and "confiscation of valuable dockage," and to the end that this and other provisions may be made effective, the act invests him with authority to make and enforce such orders, rules and regulations as may be necessary to carry out all of its provisions.

We think it plain that, in subjecting the buying for interstate shipment to the conditions and measure of control just shown, the act di-

rectly interferes with and burdens interstate commerce, and is an attempt by the state to prescribe rules under which an important part of such commerce shall be conducted. This no state can do consistently with the commerce clause.

The defendants make the contention that we should assume the existence of evils justifying the people of the state in adopting the act. The answer is that there can be no justification for the exercise of a power that is not possessed. If the evils suggested are real, the power of correction does not rest with North Dakota but with Congress, where the Constitution intends that it shall be exercised with impartial regard for the interests of the people of all the states that are affected.

The defendants contend that the act is simply an attempt on the part of the state, through inspection regulations, to assist in carrying out the purposes of the United States Grain Standards Act. To exclude one from buying by grade unless he secures a grading license for himself or his agent is apart from what usually is comprehended in inspection. Nothing like this is found in the federal act. On the contrary, it declares that persons licensed to grade under it shall not be interested in any grain elevator or in buying or selling grain, or be in the employ of any owner or operator of a grain elevator. Equally unrelated to inspection are the provisions exacting a bond to pay for all wheat bought on credit, requiring that a record be kept of the price paid in buying at the local elevator and the price received in selling at the terminal market, and authorizing the state supervisor to investigate and supervise the marketing with a view to preventing unreasonable margins of profit. None of these finds any example in the federal act, and their presence in the state act makes it a very different measure from what it would be without them.

For the reasons here given we hold the act is a direct regulation of the buying of grain in interstate commerce, and therefore invalid, and that the District Court rightly granted the injunction.

Decree affirmed.—45 Sup. Ct. Rep. 481.

Pooling Law of Minnesota Sustained.

The Supreme Court of Minnesota on April 9, 1925, decided in favor of the Minnesota Wheat Growers Co-operative Marketing Ass'n and against Wm. Huggins, Jr., in a suit to force Huggins to deliver his wheat to the Ass'n as per contract.

The court said: Plaintiff is entitled to equitable redress. It is, as stated, a co-operative marketing ass'n, conducted without profit, limited exclusively to its members. Each member has similar contract relations with it. Each depends upon the other. Its success depends entirely upon the performance by the members. It must, to carry out its purposes, make contracts for the disposal of the products acquired by the membership contracts. In making such contracts of disposal, as well as contracts for necessary instrumentalities needed in conducting its business, it must know that it will get the products contracted for. From the very nature of the association it must have the wheat, or it cannot exist.

Wheat is the only commodity it can use as a going concern. It does not have power to go into the market and buy it. It must have this information in advance and prepare for the future. It must arrange for help, capital, and perhaps storage. If one or more members may disregard their contracts with impunity and a loss occurs, there is no way to meet such loss, and if it may be said to be a loss that must be met by the members who remain, then it is obvious that few persons would join or remain members. The consequence would be so serious to plaintiff that the remedy at law is wholly inadequate, nor can it be said that the legal remedy is either full or complete.

The only adequate remedy is an injunction preventing the members from breaching their contracts, and thus forcing the delivery of the wheat to the ass'n. The members' breach of such a contract is so fraught with consequences to both the association and the individual members thereof that equity cheerfully puts out its restraining hand, with the admonition that the member under such circumstances must not violate the covenants he has voluntarily assumed. He is not compelled to grow wheat, but as long as he produces within the period of the contract he must not sell to any one but plaintiff, and he is thus indirectly or negatively required to perform the obligation of his contract.

The statement of liquidated damages in the contract does not conclusively establish that the parties contemplated that upon breach thereof damages would be an adequate remedy. It is a question of intention in each case, to be determined from the whole contract and surrounding circumstances. In this case it is expressly stated that equity may be invoked, and it is the only adequate remedy. We must conclude that the parties intended that the contract would be enforced, and it will be.—203 N. W. Rep. 420.

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Patents Granted

1,540,165. Bag-Holding and Measuring Device. Julius Cytron, Tulsa, Okla. Under the discharge opening of the hopper is a cylindrical vessel having a follower number telescoped within. The cylinder and the follower are adjustable independently to vary the measuring capacity.

1,539,493. Grain Door. Chas. A. Johnson, Superior, Wis. The opening is closed by a horizontally slidable door having in its lower edge a gap forming a starting outlet for the grain. Above the gap is a cavity closed by a plate sliding up and down. A spring holds the plate frictionally in any desired position.

1,538,493. Grain Hopper Scale. Jas. P. Steedman, Hamilton, Ont., assignor to Gurney Scale Co., Hamilton. A plurality of scale beams are arranged in diagonal relation to the frame with bolts suspended to swing freely from rigid supports, pivot blocks supporting the pivot ends of the beams and mounted on the bolts, the hopper frame being supported from the levers.

1,538,357. Dust Collector. Sigmund Schiff, Cincinnati, O. The collector is a combination of a tube, a revolvable shaft extending thru the tube, disks mounted on the shaft and engaging the tube, the disks having a pushing edge and a mutilated edge, the immediately adjacent disks having their mutilated edges disposed upon opposite sides of the shaft, whereby a continuous sinuous air passage is formed thru the tube, and whereby immediately adjacent disks successively move a substance thru the tube over the bottom thereof.

1,538,024. Grain Door Puller. Adelbert Chandler, Avondale, Mo. The puller comprises in combination, means for gripping the upper edge of the grain door, the means having a depending flange for bearing against the rear surface of the door, means for engaging the front surface of said door including a spur adapted to be forced into the door at a point below and in vertical alignment with the gripping means, links connecting the gripping and engaging means one of the links having its one end pivotally mounted adjacent the spur, the other end thereof projecting beyond and slidably mounted between the upper edge gripping means and a transverse pin carried thereby, and means for applying power to the links.

1,539,743. Grain Cleaner. John Keller, Bismarck, N. D. Air is blown upward thru a reticulated chute leading from the discharge opening and is allowed to escape thru the upper air outlet.

1,540,346. Dust Collector. Chas. A. Künz, Dubuque, assignor to Chas. A. Künz Co., Dubuque, Ia. A housing has extending therein a vertical conveyor tube communicating with an air inlet tube above the inner end thereof and at an angle thereto. At the outlet end of the conveyor tube is a screened ventilator.

1,538,660. Grain Separator. Arthur W. Sager, Horicon, Wis. Co-operating complementary rollers are in peripheral contact and disposed at an inclination to provide a downwardly inclined trough above the points of peripheral contact with means of rotating the rollers, and means of disposing grain kernels transversely of the rollers and consisting of a zig zag or serpentine wire supported above the points of peripheral contact within the rollers.

1,537,097. Seal. Emil Tyden, Evanston, Ill. The seal comprises a body member having walls encompassing an open space, the walls having two pairs of opposed apertures in two planes transverse to each other and to the plane in which the walls encompass the open space; in combination with a flexible rod, one end of which is inserted through one pair of the apertures across said open space and locked in the apertures by distortion of the rod at opposite sides of the two walls respectively, the other end of the rod being adapted for insertion through the other pair of apertures, and at a point far enough back from the end to form a hook, being weakened so as to insure breaking by being folded into hook form and subsequently straightened.

Kansas Group Meeting at Hutchinson.

About 50 dealers attended the district meeting of the Kansas Grain Dealers Ass'n held at Hutchinson June 5th. Sec'y E. J. Smiley had called the meeting as one of a series of ten conducted throughout the state and he acted as chairman.

The principal address of the evening was delivered by Prof. R. M. Green of the Kansas State Agricultural College, who showed by means of charts the trend of wheat prices at the Kansas City market for the past 32 years. Prof. Green's address and demonstration was the same as he gave at the Wichita convention.

John Baker, of Kansas City, also gave his explanation of freight claim practices and procedure as presented at the Wichita meeting.

Corn Borer Parasites Released.

Five hundred thousand parasites of the European corn borer are to be released by the U. S. Bureau of Entomology in the corn borer infested area bordering Lake Erie in Ohio. The first of these are now being placed in Lake and Lucas Counties, and at Sandusky in Erie County.

Three kinds of parasites are being released, all of the Hymenopterous or wasp and bee order and in no way injurious to any crops. The eggs of these external parasites are deposited on the larvae of the corn borer where the young parasites hatch out and feed, killing the corn borer as they grow.

These parasites, all of which have long names, originally came from France. The *Microgaster tibialis* are small, black and ant-like in appearance. They come direct from France in the cocoon or resting stage and are allowed to emerge in the local laboratory where they are fed and mated before being released. About 1,500 of this species have been released in Ohio.

The *Habrobracon brevicornis* are a small parasite reared at Arlington, Mass. These are sent in the resting stage to Ohio where they are allowed to emerge, feed, and mate before being released. About 25,000 of this species were released last fall and 30,000 have been released thus far this spring.

The *Exeristes roborator* are wasp-like and at least an inch in length. These also are reared in Massachusetts. Thus far 17,000 have been released in Ohio.

The releasing of parasites is only one of the means being utilized in the effort to control the European corn borer and it is not expected to effect a satisfactory control in the near future. Meanwhile clean farming, the burning of old stalks, and other methods of control will be necessary.

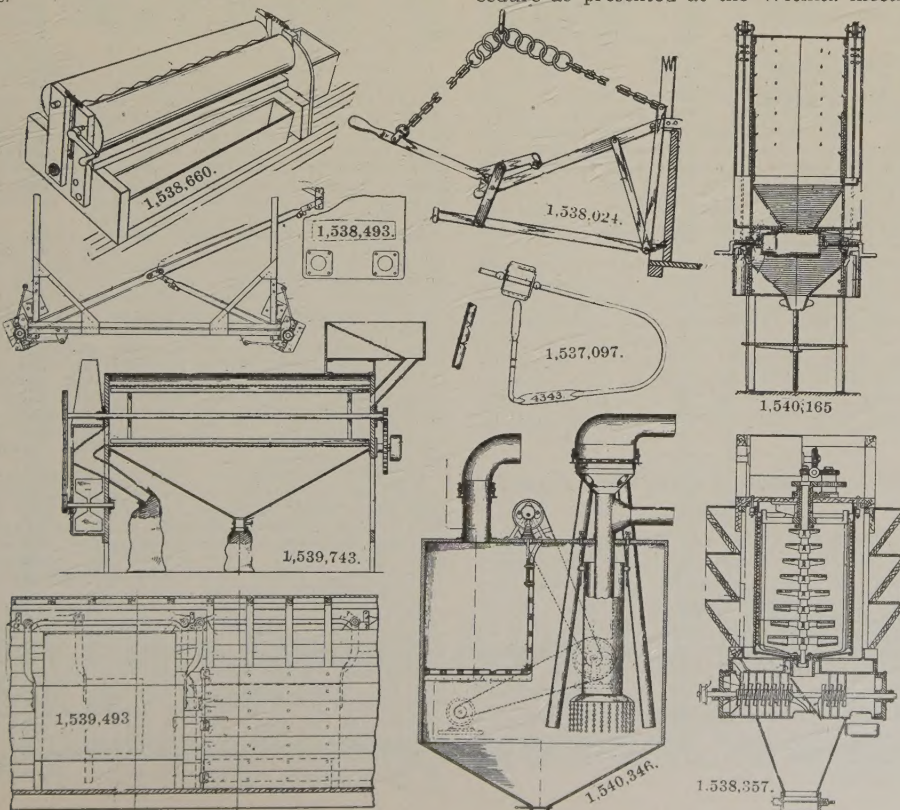
Violation of pooling contract is charged by the Kansas Co-operative Wheat Marketing Ass'n against A. L. Hanson, defendant in a suit for selling to private elevators.

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Shipped His Own Coat.

While calling at W. J. Lawther's new plant in Dallas one day recently, the superintendent came running in much excited. When he got his breath he explained that he had just missed his coat and remembered that he hung it up in a box car he was loading with feed and forgot to remove it before locking the door. He could not tell the number of the car, its destination, or the day of loading, so all parties interested are still in doubt as to the direction taken by the much valued coat on its trip out of Dallas. Anyone finding and returning it will be awarded a prize swastika and assigned a niche in our Hall of Friends of Confidence. It was an everyday working coat so no substitutes will be accepted.—Brother Bill.

The Man from Headquarters Weighs One Load.

Many farmers are skeptical of the veracity of scale weights and unless the elevator manager gives them a little more than they have coming to them they become disgruntled and accusative.

On the other hand the elevator operator who caters to the farmers' whims and concedes extra weights here and there is naturally short on the clean-up.

Being short on the clean-up of course makes considerable difference in the profits to a concern, especially a line company with a number of elevators.

A line company manager that I know of habitually called the attention of the elevator operators to the fact that they were always short on scale ticket weights at clean-up time and were one of the few exceptions in the company's employ who wasn't long on their weights, adding perhaps the stuttering apologetic remark, "Now-now-I-I-don't know how they do it, but they really are making their weights hold out with a small gain, a-a-as I said, I-I don't know how they do it."

One day the man from headquarters was discussing this same situation with one of his local managers when a wagon with its sideboards on was driven onto the scale. Being

near the scale he volunteered instructively to illustrate his point and took for granted the patron had a full load.

When the farmer drove back for the tare weight, however, he saw he was getting into deep water when the scale was about to record more than it did with the load on so he asked the farmer how much wheat he had on.

"Five bushels," came back the quick, terse reply.

"That's funny," he stammered, "our scales show you had 'exactly' four and a half bushels."—E. J. Murphy, Orlando, Okla.

Books Received

STABILIZATION of the Price of Wheat during the War is a 100-page pamphlet by F. M. Surface of the U. S. Grain Corporation, with a foreword by Herbert Hoover, attempting to prove that the farmer of the United States lost nothing by the government fixing the price downward to \$2.20, from the \$3 to \$3.45 level that had been ruling before the government fixed the price downward. The fact that after the government ceased its efforts to hold the market down the price advanced above \$3 still remains to refute the labored argument. Grain dealers who in good faith had paid farmers \$2.50 to \$3 for wheat all thru the summer of 1917 only to find themselves forced to sell later at the downward fixed price lost money, a fact that is not open to argument. Published by U. S. Grain Corporation, Washington, D. C.

WHEAT ROSETTE and Its Control, by H. H. McKinney, R. W. Webb, and G. H. Duncan, Bulletin No. 264 University of Illinois Agricultural Experimental Station, enumerates the discovery, diagnosis and remedy of the disease. In brief: "The disease has been observed (first in 1919) in four counties in Illinois and three counties in Indiana. It appears in early spring, producing spots in the infested fields where it causes the plants to become dwarfed. It is completely controlled in the field by the use of resistant or immune varieties; those best adapted to the infested areas include: Blackhull, Fulcaster, Fultz, Gipsy, Gladden, Kanred, Mammoth Red, Michikoff, Red May, Red Rock, Red Russian, Red Wave, and Turkey. The list of most susceptible varieties includes: 'Brunswick,' Fultz (Kentucky selection), Harvest Queen (white chaffed Red Cross), Illini Chief, Missouri Bluestem, Nigger, and Penquite. Many of the varieties which are resistant to rosette are highly susceptible to the mosaic leaf mottling. In but few cases, however, does this condition seem to be of economic importance. The cause of wheat rosette is still unknown. There are indications that it may be a phase of mosaic disease. The casual agent is soil borne and the disease recurs every year when susceptible varieties of winter wheat are sown on infested soil. The disease has not been noted in spring wheat. Since the disease occurs in relatively few varieties it can be successfully controlled by sowing those which are resistant. The mosaic leaf mottling which occurs on rosetted plants and also independently on rosette occurs on a large number of varieties when sown in infested soil. However, this leaf mottling does not seem to cause a reduction in crop yield in most varieties." Among the many interesting illustrations is a colored plate showing the effects of attacks of the Rosette and Hessian Fly, respectively, compared with healthy plants.

Dealers Granted Injunction Against Pool.

The Supreme Court of Minnesota on June 5 affirmed the decision by Judge Bechhoefer in favor of Louis Schwartz against the Rice County Co-operative Egg & Poultry Ass'n. Schwartz, plaintiff, had asked the court for an order restraining the co-operative ass'n from attempting to enforce sections 26 and 27 of the co-operative law.

The decision now affirmed by the Supreme Court was given Jan. 6 in the district court at Minneapolis and published in the Journal Jan. 25, page 129.

Insurance Notes.

Des Moines, Ia.—Jay A. King, pres. of the Western Grain Dealers' Fire Insurance Co., celebrated his 80th birthday, May 30, at his desk as usual. He hasn't missed a single day at his office with the exception of two weeks out of town on business, in the past 8 years. "Eighty is not very old," he says, "for a man is only as old as he feels."

New York, N. Y.—An office is established here by the Ohio Millers Mutual Fire Insurance Co., in charge of W. G. Adderly. The company is now writing general business, tho mill and grain risks were its specialty until a short time ago. The concerns' executive headquarters are still in Chicago where J. C. Adderly moved the company when he became its president a few years ago; Canton, Ohio, however, is its birthplace and still its legal home.

New York, N. Y.—At the annual meeting of the National Board of Fire Underwriters May 27 President H. T. Smith, attributed the avalanche of bills introduced at every legislative session in part to the tendency toward "government by bureau," which he regards as highly dangerous. "Of late years," he said, "the people seem to be leaning more and more heavily upon a paternal government, but the insidious encroachment of government upon private business is bound to undermine our prosperity and bring disaster. 'The hand of government in business is the touch of death.'"

High bidder on 70,000 bus. of sample dark northern spring wheat which was part of the cargo of the fire damaged Midland Prince was Wm. H. Wilson of the New York Produce Exchange. His bid was \$1.09. As reported in the last number of the Journal the vessel caught fire May 18 off Dunkirk, N. Y. That cargo should make many chickens very happy.

Regulating Speculation.

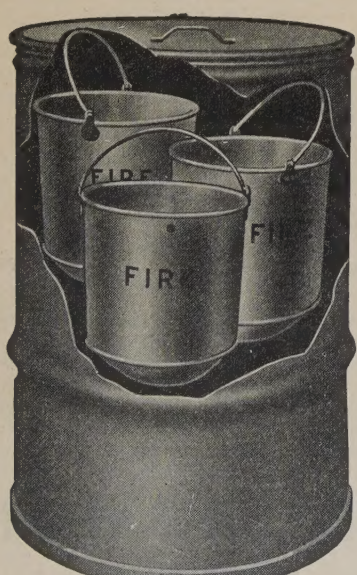
Investigation into the fluctuations of the wheat market by the U. S. Department of Agriculture is apparently getting the investigators nowhere. The Department says there is some evidence of manipulation or attempted manipulation, and declares millions of dollars were made when speculators dumped wheat on the market and caused a drop of 16 cents in one day. But that means nothing, for certainly millions were also made when the bullish speculators had command of the market and ran the price up in a manner altogether unparalleled in modern times.

It is interesting to know that the qualification "in modern times" is necessary. Prof. James E. Boyle of Cornell has pointed out that once before in the world's history, after-war conditions brought similar fluctuations in the price of wheat, or even greater. In 1812 the cash price of wheat in London rose to \$5.31 a bushel and fluctuated from that high point down to \$2.37. Recent price changes, rapid though they have been, are mild as compared to the lively fluctuations in that far-distant time.

The United States investigators seem most concerned about the sudden drop in wheat prices. A rising market seems to call for hal-lujahs and a falling market for criminal investigation. What sent the price of wheat soaring so high but manipulation of one kind? Everyone in the grain market and many thousands of persons outside bought wheat on the rise; in fact, for a time it was a general public jamboree, to which no one took objection except those who were cool headed enough to remember that what goes up comes down, and to feel sympathy for the thousands who were bound to lose their savings when the pyramided price collapsed.

Probably speculators with an avalanche of selling orders brought the price down more rapidly than would otherwise have been the case. But it was bound to collapse of its own weight anyway, because it was run up to an unreasonable point. And why blame the speculators who brought prices down without blaming also the speculators who put prices up?

This is not in defense of speculation in the grain market. Whether it should be permitted or not is a question over which the economists have wrangled for years without establishing a sound case either way. But it is worth pointing out that attempts to regulate speculation that brings prices down are foolish unless speculation on the other side is also controlled. In other words, unless the business of buying and selling wheat is confined rigidly to the physical wheat on hand, speculation is not controllable at all.—Winnipeg Tribune.



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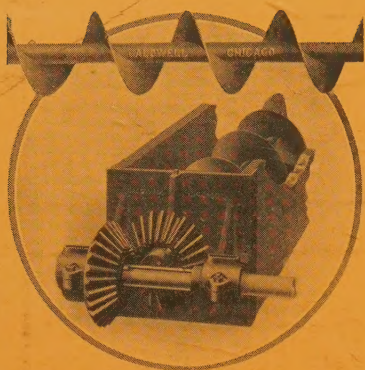
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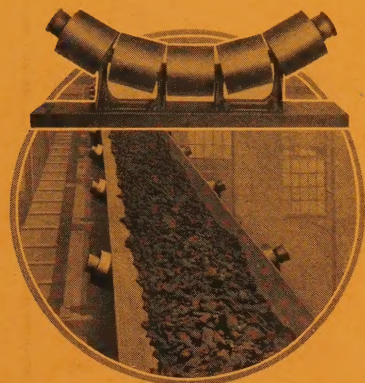
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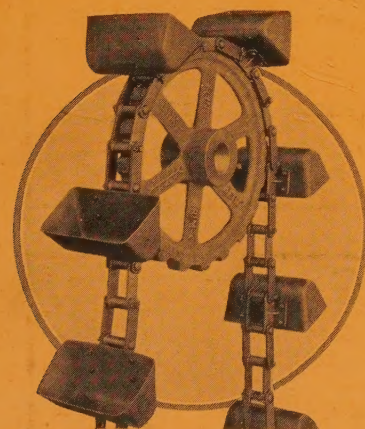
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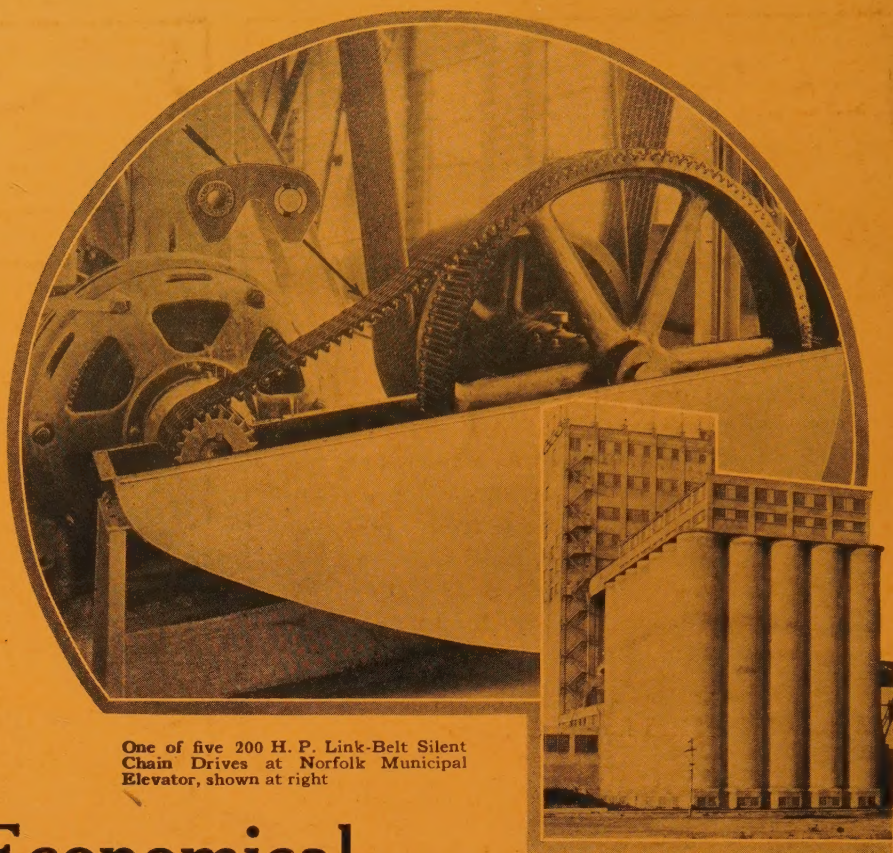
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